

(ESTABLISHED 1881.)

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## Intimations.

STEAM NAVIGATION COMPANY.

One of the most prominent Medical men of China said :

**"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."**

*For Sale at*  
**THE SAVOY,**  
 in Queen's Road Central and at their Branch Store in Kowloon.  
**THE MUTUAL STORES,**  
 and all its BRANCHES.  
**WATSON & CO., LD.,**  
 and the Agents—  
**F. BLACKHEAD & Co.**

Hongkong, 24th January, 1907. [30]

**X THE CITY OF PARIS,**  
PARISIAN DRESSMAKERS AND COURT MILLINERS,  
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

**GREAT CLEARANCE SALE.**

**HATS, SHOES, BLOUSES, DRESSES, ROBES, RIBBONS, LACES, &c., &c.**

**GREATLY REDUCED PRICES.**

Hongkong, 4th July, 1907. [30]

CHAMPAGNE.  
G. H. MUMM & CO. -  
THE MOST POPULAR WINE  
Can be had in the following qualities :  
EXTRA DRY (Gout Americain).  
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels and obtainable at all Wine Merchants in the U.S.A.

**HONGKONG HOTEL**  
FIRST CLASS AND UP-TO-DATE.  
Millions of people dine on Saturday Nights.

Hongkong, 21st June, 1907.

**KING EDWARD  
HOTEL.**

**HIGH CLASS PRIVATE HOTEL.**

**GRAND OPENING  
OF  
ARTS EXHIBITION.  
FOR A SHORT SEASON ONLY**

**A. F. DAVIES,  
Manager.**

**LADIES' AFTERNOON TEA-ROOMS.**  
**PRIVATE BAR AND BILLIARD-ROOMS.**  
**HOT AND COLD WATER** throughout.  
**ELECTRICALLY LIGHTED. ELECTRIC FANS**  
(if required).  
**ELECTRIC PASSENGER ELEVATOR** to each

door.  
TABLE D'HOTE at separate tables.  
For Terms, &c. apply to the  
MANAGER.  
Hongkong, 4th December, 1901. (27

**CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.**  
(CAPITAL PAID UP .....\$1,000,000.)

**Undertakes and Executes**  
**THE OFFICE OF**  
**TRUSTEE, EXECUTOR OF WILLS,**

170  
 ATTORNEY, &c. &c.  
 SHEWAN, TOMES & CO.  
 General Managers.  
 Hongkong, 22nd May, 1907.

1000



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.  
 "POWAN," 2,338 " " W. A. Valentine.  
 "FATSHAN," 2,260 " " C. V. Lloyd.  
 "KINSHAN," 1,995 " " B. Branch.  
 "HEUNGSHAN," 1,998 " " R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. H. Grainger.  
 "SUI-TAI," 1,651 " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF. On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf. Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.  
 "SUI-TAI," 1,651 " " G. F. Morrison.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7:30 A.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO. LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE IND-CHINA STEAM NAVIGATION COMPANY LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willor (Laid up).  
 "NANNING," 569 " " Mackintosh.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.  
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 21st June, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

## COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
 S.S. "CHARLES MARQUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9:30 P.M. (Sundays excepted). Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—  
BARRETTO & CO.,  
Agents.

Hongkong, 5th April, 1907.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30. These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—  
BUTTERFIELD & SWIRE,  
AGENTS,  
WEST RIVER BRITISH STEAMSHIP CO.,  
HONGKONG.

Hongkong, 6th October, 1906.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIEDAS	JAVA	Second half July	JAPAN	Second half July
TJIMAH	JAVA	Second half July	JAPAN	Second half July
TJIKINI	JAPAN	Second half July	JAVA PORTS	Second half July
TJILWONG	JAVA	First half Aug.	JAPAN	First half Aug.
TJILATJAP	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIFANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to—

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.  
YORK BUILDINGS, 1st floor,  
Hongkong, 9th July, 1907.

## Dentistry.

Dr. M. H. CHAUN,  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY  
33, QUEEN'S ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 11th April, 1907.

## TSIN TING.

LATEST METHODS OF DENTISTRY.  
STUDIO at No. 14, D'AGUIAR STREET.  
REASONABLE FEES.  
Consultation Free.  
Hongkong, 20th June, 1907.

## Intimation.

## THE YOKOHAMA DOCK CO., Ltd.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 76 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone Nos. 376, 106, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Sootts, A. I. and Watkins.

Yokohama, May 13rd, 1905.

## Mails.

## NORDDEUTSCHER LLOYD,

## BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG. "PREUSSEN" Capt. G. Nabrath WEDNESDAY, Noon, 17th July, 1907.

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA. "ZIETEN" Capt. F. Pösch About WEDNESDAY, 17th July, 1907.

MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE. "MANILA" Capt. Minsten THURSDAY, Noon, 18th July, 1907.

YOKOHAMA and KOBE. "PRINZ WALDEMAR" Capt. W. von Senden About FRIDAY, 19th July, 1907.

KUDAT and SANDAKAN. "BORNEO" Capt. F. Sembill About SATURDAY, 9 A.M., 3rd Aug., 1907.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

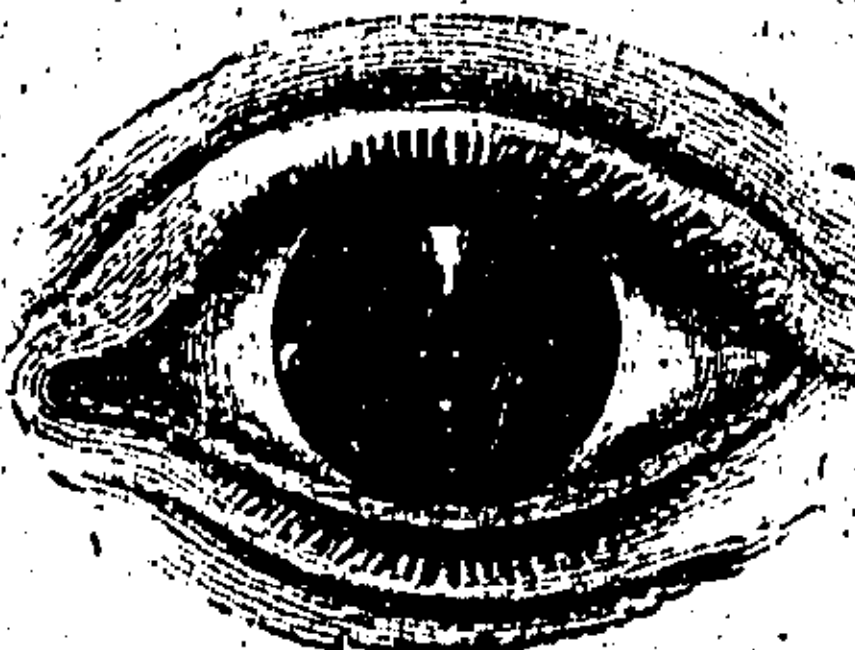
## MELCHERS &amp; C.

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 8th July, 1907.

## Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free. LONDON, 21, John Street, Bedford Row, W.C. HONGKONG, 27th November, 1905. SHANGHAI, 59, Bentinck Street. NANKING, 566, Nanking Road.

## Hotel.

## VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMKIN), SHAMKIN, CANTON, ON THE BRITISH CONCRETE, H. HAYNES, Manager.

## MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO), MACAO, CHINA, IN THE CENTRE OF THE PRAIA GRANDE, Capt. T. AUSTIN, R.N.R., Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

## THE PUNJAB

## CAUSES WHICH HAVE LED TO THE RISING.

It has been clear for some time past in India that the Government is moving in the direction of a policy of systematic repression. The premonitory signs have been multiplying ever since Lord Curzon left the country. Lord Curzon himself was too astute to resort to suppression of the popular movement. Although his own policy gave an immense impetus to the Indian Nationalist movement—indeed, brought it into being—and provoked a license of criticism in the native Press hitherto unexampled, Lord Curzon refrained from prosecutions under the sedition clauses and allowed the most absolute freedom of public meeting.

The irony of the situation is that it is a sympathetic Viceroy, a Liberal Government, and the most highly honoured of Liberal Secretaries of State who have been driven to adopt the most extreme measures known to the law. The immediate question is: Has the Government done wisely in proclaiming meetings, prohibiting students to take part in public meetings, and deporting the most influential political leader in the Punjab?

There are at present two centres of serious unrest in India—the Punjab and Eastern Bengal. It is recognised that these two provinces are widely different in history and character; it is assumed that they call for different methods of administration in times of difficulty. There can be no doubt that had the recent disturbances been confined to the new province of Eastern Bengal they would have caused very little interest and no uneasiness in England. The sudden revelation to the world at large that the Punjab has been stirred by the new political movement is the important feature in the situation.

## NO BURDEN REVELATION.

And yet the revelation ought not to be regarded as sudden. For some years past the Punjab has been growing politically conscious. To the official view the Punjab is still a province under military discipline, a conquered country generally contented with its lot. How far this view is removed from the actuality has now become clear even to those Anglo-Indians who have failed to read the signs of the times. The Punjab, under many influences, has been growing conscious. It is slowly getting education. It has an active and outspoken Press, English and vernacular, and large masses of its people have responded in a highly significant manner to those political missionaries who in Anglo-India are compendiously lumped together as inflammatory agitators. Moreover the Punjab has in its midst the remarkable religio-political organisation known as the Arya Samaj, a modern sect of Hinduism which opposes idolatry, harks back to the inspired teaching of the Vedas, and supports a vigorous educational movement. Add to this that both the peasantry and the townsfolk are burdened with taxation, which they regard as grievously oppressive, and we have in the Punjab all the elements of a serious popular movement against constitutional authority.

It should therefore be clearly understood that the condition of affairs which the Government has had to meet is not a mere outbreak of rowdiness (as in Eastern Bengal), but a symptom of deep and widespread political unrest. The strength of the feeling was unmistakably shown in the burst of popular indignation, following the conviction of the editor and proprietor of the "Punjabee," but it would be a mistake to conclude that the riot at Rawal Pindi and the threatened disturbances elsewhere are to be explained as the result of seditious propaganda alone. The plague, which is now an indescribable terror in the Punjab, has had something to do with the unsettlement of the popular mind. In some of the towns difficulties connected with the octroi duties, have had their share, and more important still, the land question has lately stirred the peasantry to its depths. The Government has lately come to realise that a proposed change in the land legislation affecting the famous Canal Colonies—a remarkable creation of irrigation enterprises—is a potent cause of dissatisfaction, and it is noted as highly significant that papers like the *Elmer* and the *Times of India* have taken to urging the Government to withdraw the measure.

## CAUSE OF THE UNREST.

The principal cause of the unrest which has drawn so much anxious attention to the Punjab is undoubtedly economic, and for this reason it is essential that when external order is restored the Imperial Government should order an independent inquiry into the whole subject. But meanwhile the Government has had to deal with the external symptom of disorder, and it has chosen the shortest way with the men who are taken to be the active agents of seditious propaganda and (if we are to believe the Anglo-Indian papers) of a complex and unscrupulous conspiracy.

One of these, Sardar Ajit Singh, is a young Sikh, under thirty years of age. He is not among those agitators who are known throughout India, but has lately made a stir in the Punjab as the most inflammatory of agitators, and it is understood, as a missionary of sedition among the Indian troops. The other man upon whom summary judgment has fallen is a person of altogether greater importance. Lala Lajpat Rai (Lala is the Punjabi equivalent of Babu or Mister) has been for many years a force in the Punjab, as the foremost political worker in the province. A successful pleader in the Chief Court, he has given up the greater part of his income to educational schemes. He has been the chief supporter of the Anglo-Vedic College in Lahore, the principal educational institution of the Anglo-Sikhs, of which organisation Lajpat Rai is the most powerful member. Two years ago he directed the work of relief instituted by the Arya Samaj after the terrible Kangra earthquake, and his record of public service is in other ways notable. His politics, as those who heard him in England and long ago will doubtless remember, are unscrupulous.

minging, although those who know him best emphatically deny that he has brought himself within reach of the sedition law. It is naturally in relation to this man that the demand for a full statement of the charges is most strongly urged.

## A GOVERNMENT CHECK.

The effect of the deportation throughout India was extraordinary. There is no doubt that the Government's sharp action put an instant check upon seditious agitation everywhere. As a consequence the advocates of repression are jubilant. They believe that the momentary silence is an indication that the progress of the anti-British movement has been stayed. Their view can by no means be accepted without qualification. The Indian people believe in the supremacy of the law; they insist upon being governed according to the forms of law; they deny the justice of summary executive action. It is difficult not to see that the immediate result upon public opinion of the deportation of Lajpat Rai was no immense addition to the strength of the political movement. Moderate men everywhere, men who have taken no part in political agitation, and have opposed its recent developments, were driven into active sympathy with those who hitherto have been looked upon as impracticable visionaries. The fear is that by taking so unusual and extreme a step the Government has chosen a line of policy, which will drive the disquiet underground. In India, as everywhere else, to check the public utterance of discontent is to sit on the safety valve.

## Notice of Firm.

## NOTICE.

NOTICE is hereby given that, owing to the INCREASE of the Business of Messrs. H. PRICE & CO., WINE MERCHANTS of No. 15, Queen's Road Central, Hongkong, the business has been formed into a Company with limited liability under the name and style of Messrs. "H. PRICE & CO. LIMITED," with Mr. A. E. ROBINSON as its Manager.

All Debts due to, and owing by, the late firm, will be received, and paid, by Messrs. H. PRICE & CO., LTD.

H. PRICE &amp; CO., LTD.

H. PRICE &amp; CO.

Hongkong, 1st July, 1907.

## To Let.

## TO LET.

OFFICES at No. 14, DES VŒUX ROAD CENTRAL (formerly occupied by Messrs. Shawan, Tones &amp; Co.).

Apply to—

## HO TUNG,

Comptroller Department,  
Jardine, Matheson & Co.  
Hongkong, 4th April, 1907.

## TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.  
HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

## COMPRADORE,

Barretto & Co.  
Hongkong, 1st July, 1907.

## TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., LD.  
Hongkong, 22nd June, 1907.

## TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st July, 1907.

## TO LET.

HATHERLEIGH, Conduit Road,  
No. 1, RIPON TERRACE, Bopham Road.

Apply to—

OFFICES in KING'S BUILDING and YORK BUILDING,  
GODOWNS ON PRAYA EAST.

Apply to—

A HOUSE in CLIFTON GARDENS, Conduit Road.  
FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st July, 1907.

## TO LET.

No. 1, WEST END TERRACE, SHAMKIN, CANTON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st July, 1907.

## TO BE LET.

AS from the 1st August next, No. 5, MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.  
Hongkong, 29th June, 1907.

## TO LET.

From 1st July.

LARGE and SPACIOUS GODOWNS No. 9, 9A, 9B, 9C, and 10, PRAYA EAST, at present in the occupation of the Government.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st July, 1907.



## Intimations.

Powell's  
ALEXANDRA  
BUILDINGS.

## Children's

## Outfitting

## Dept.

## DAINTY

CHILDREN'S  
MILLINERY.INFANTS'  
CLOAKS.

## BABY

## LINEN.

## CHILDREN'S

## BOOTS,

## SHOES

and

## SANDALS.

## GIRLS'

## COSTUMES.

WM. POWELL,  
LTD.,  
HONGKONG.

Hongkong, 8th July, 1907.

## Public Companies.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Company's Registered Office, St. George's Buildings, Victoria, Hongkong, on SATURDAY, the 13th day of July, 1907, at 12 o'clock noon, when the subjoined Resolution will be proposed.

That it is desirable to capitalize the sum of \$500,000 being part of the undivided profits of the Company standing to the credit of the Company's reserve fund and accordingly that the same be distributed as a bonus amongst the shareholders registered as such in the Register of Shareholders of the Company at the date of the passing of this Resolution in proportion to the shares held by them respectively and that the General Managers be and they are hereby authorized to distribute among the shareholders the 70,000 unissued shares in like proportion.

The TRANSFER BOOKS of the Company will be CLOSED on SATURDAY, the 13th July, to SATURDAY, the 24th July, 1907, both days inclusive.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 1st July, 1907. [635]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

AN INTERIM DIVIDEND of 50 cents per Share for the six months ending 30th June, 1907, will be payable on the 12th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on 10th, 11th and 12th July, 1907.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 4th July, 1907. [640]

## Auction.

## PUBLIC AUCTION.

THE Undersigned has received instructions from G. H. POTTS, Esq., to sell by PUBLIC AUCTION,

on

MONDAY,

the 15th July, 1907, commencing at 2.30 P.M., at "Clovelly," Peak Road,

A QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE,

Comprising:-

UPHOLSTERED DRAWING ROOM SUITE, JAPANESE EMBROIDERED CHAIRS, LACQUERED TABLES, ENGRAVING, LACE CURTAINS, STANDARD LAMPS, TIENSIN CARPETS and RUGS, &c., &c.

EXTENSION DINING TABLE, CARVED SIDEBOARD with BEVELLED MIRROR, DINNER WAGON, WRITING DESKS, INLAID PANELS, CROCKERY and GLASSWARE, &c., &c.

BRASS and BRASS-MOUNTED DOUBLE and SINGLE BEDSTEPS, WARDROBES with BEVELLED MIRRORS, MARBLE-TOP BUREAU with BEVELLED MIRRORS, MARBLE-TOP WASHSTANDS, Specially made LINEN PRESS, CHEST-OF-DRAWERS, BOOKCASE with DESK, MEDICINE CABINET, &c., &c.

BATHROOM, PANTRY and KITCHEN REQUISITES.

ALSO

A FINE SELECTION OF CANTON BLACKWOOD RE,

Comprising:-

CABINETS, TABLES, JARDINIERS and STOOLS, &c.; AND

One COTTAGE PIANO, by Collard & Collard;

AND

A Large Quantity of PALMS and other PLANTS, in tubs and pots.

TERMS:-As customary.

On view from Saturday, the 13th July, 1907.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 6th July, 1907. [643]

NEW BICYCLES  
FREE WHEELS,  
DOUBLE BRAKES,

(COMPLETE.)

From \$80.

## TYPEWRITERS!

## TYPEWRITERS!

FOR SALE,

Repaired, Cleaned, Overhauled, and Broken Parts Duplicated under Expert Supervision.

OLD MACHINES RENOVATED.

TERMS VERY MODERATE.

SATISFACTION GUARANTEED.

## BICYCLES

FOR SALE, REPAIRED,

EXCHANGED, AND FOR HIRE.

THE DRAGON CYCLE CO.,

11, D'AGUIAR STREET.

Hongkong, 7th May, 1907. [651]

## THE HUANGPO CONSERVANCY.

## A MORNING'S WORK.

The progress of the Huangpo Conservancy work is apparent to the most casual observer, for in more than half the night, launches and cargo-boats are busily employed between the Kajao Creek and the Inner Bar. By the kindness of Mr. J. De Rijke, and of Mr. Van der Veen, a member of his staff, a representative of this paper spent a morning at the scene of the operations yesterday, says the *N. C. D. News*. It is necessary to be up betimes when the tide is favourable, as the sink-work has to be performed at high-tide, when the water is slack for about an hour. The first train from Shanghai took Mr. Van der Veen and the writer to Woosung just in time to see the principal work of the day. When Woosung was reached the Conservancy launch had already left the jetty for Gough Island, and there was nothing for it but to go out to her on a sampan.

## THE ZINKSTUK.

A quarter of an hour saw us alongside the launch, which goes by the name of Chunpoo, and on boarding her I was introduced to Mr. Swens, the expert in charge of the sink-work, a Dutch gain whose father and grandfather were employed in the same work before him. The launch had already been up to Gough Island, and was on her way back to the scene of the morning's work, towing the large Zinkstuk, which was to be sunk. A fuller description of the Zinkstuk will be given later. It must suffice to say here that it is a large mattress of brushwood and reeds, about two feet deep, forty yards long, and fifteen yards broad. A large cargo boat, laden with stone, was towed athwart the Zinkstuk to prevent the fore-end from sinking. Four more stone-laden barges followed in its wake, and a number of smaller craft, which had various duties to perform, were in close attendance. Two bamboo poles, projecting from the water, marked the spot where the Zinkstuk was to be sunk, and as these were approached the two poles were cast off, and at the same time two anchors were let down on the side farthest away from the bamboo poles. Two more anchors were carried out to some distance on the other side, and an anchor was also put down at each end. By means of the anchors the Zinkstuk was gradually warped into position. Thirty or forty coolies assisted in this work, under the superintendence of two Dutch foremen. The tow-rope was cast off about 7.45 a.m., and a quarter of an hour's manoeuvring was sufficient to bring the Zinkstuk into the correct position. Bamboo poles were then pushed down to the bottom at each corner, and firmly lashed in position. The cargo-boats came up and took up positions at each side, and at the upper end. Then planks were let down, the coolies formed up in lines, and stones on the Zinkstuk itself, were passed from hand to hand until they reached the last coolie of the line, who flung them down on the brushwood. It was not long before half the Zinkstuk was washed, and the coolies then retired to the boats, with the exception of the foreman, who in his enthusiasm to carry out the instructions of his superiors ran knee-deep into the water, tripped up, and fell on his back with a resounding splash—a performance which was greeted by a chorus of laughter from his fellow-workers. The most interesting part of the work was yet to come. The Dutch foremen took up their stations at the ends of the boat that lay across the top of the Zinkstuk, and at a given signal commenced to heave the heaviest stones in the boat into the corners of the mattress. An indescribable din ensued. The coolies buried stones on to the almost submerged Zinkstuk with a will, and for several minutes the yellow water hissed and splashed under the shower of stones, while the coolies added to the din by yells. The end of the Zinkstuk had no sooner begun to sink than the boats closed in over it and stones were showered upon it until it reached the bottom, about fourteen feet below. Half still remained floating, and the coolies continued their efforts until a final shower of big stones took the other end to the bottom also. Then a cargo boat that had hitherto taken but little part in the fray passed over the spot, and delivered another load of big stones to keep the mattress in place. In all about sixty tons of stones, varying in weight from twenty to one-hundred pounds each, were used. Nothing now remained but to recover the six anchors, and this was easily accomplished, as they were buoyed, and the fastenings were carefully arranged for the purpose.

GABBIANI. The launch then turned up-stream, and proceeded to the upper end of the Junk Channel, where another kind of work was in progress. The time for using Zinkstuks in this neighbourhood has not yet arrived, but gabbiati, or bamboo baskets filled with stone, and surrounded with brushwood, were preparing the bottom for their reception later. These baskets are about twenty-four feet long, cylindrical in shape, and about two feet wide. These are launched from pontoons, which are kept in position by four anchors, and can be moved as required by the use of capstans. The gabbiati are laid about seventeen yards apart, in parallel lines, and the intervening space will later be filled up with Zinkstuks also. Two of these pontoons were in use, each under the charge of a European foreman. The work requires a considerable amount of skill, as it is undesirable to leave any noticeable space between the gabbiati when they are laid end-to-end. When the pontoon is in position two coolies are detailed to push bamboos into the bottom two or three feet away from its edge, in order to guide the gabbiati in its fall. Then the remainder of the coolies roll the gabbiati to the edge of the pontoon, and with a simultaneous yell, launch it into the river. There is a large splash, the pontoon rocks to and fro for half a minute, and the foremen then give the necessary orders to bring the pontoon into position for the next effort.

GOUGH ISLAND. After passing a party in a sampan, engaged in searching for a "monkey," which was lost from a pile of reeds the preceding day, we landed at the top of Gough Island, at the point where stacks of brushwood, stones, and stakes are being accumulated for the work shortly to be commenced off the Kajao Creek. The most noticeable portion of the Conservancy work here is the dyke which has recently been completed and extends from end to end of the island; the top is seventeen feet above low water-mark. The Zinkstuk, the sinking of which has already been described, is a continuation of this dyke to the inner bar, and 4,000 feet of Zinkstuk have been laid during the past two months. The effect of his dyke and of the Zinkstuk will be to divert the flood tide into the present Junk Channel, which, when the Conservancy work is completed, will be the main channel of the river.

The best view of the Conservancy work is obtained from the lower end of Gough Island, whither we now repair. The Zinkstuk, which are a continuation of the dyke, are visible at low water, and some idea of their utility is realized, when one notices that those nearest the shore, which were the first to be put down, are now almost embedded in mud. The same may be said of the gabbiati, which form a border on either side of the line of Zinkstuks. At this end of the island there are stacks of brushwood, reeds, and gabbiati baskets. The latter are made of interlaced bamboo, with apertures at the side. They are placed on the pontoons, empty, and filled with stones, jacketed with brushwood, on board, so as to obviate the difficulty of lifting them. Each gabbiati contains a ton and a half of stones when it is ready for use.

At the lower end of Gough Island, too, the Zinkstuks are put together. A portion of the mud bottom, which is exposed at low tide, is pegged out, and wisps of brushwood are laid, regularly, on it. The wisps are made on the spot. Brushwood is interlaced and bound with wire until what may be termed a fascine cable is made. These wisps, placed cross-wise, and length ways, and securely lashed together, form the top and bottom layers of each Zinkstuk. The interstices are filled up with reeds; then comes a "cross-layer" of brushwood, surmounted by another, or "cover-layer," and finally more wisps. Two or more rows of stakes are driven in round the edges, and wattled together, to strengthen the Zinkstuk, which, when completed, is from two to three feet deep. It is easy to understand that the task of towing so cumbersome a raft into position occupies the launch for nearly an hour. In some places several layers of Zinkstuks will be laid; in others, one will suffice. The object of these and the gabbiati is gradually to train, or restrain, the current, so that it shall follow the course desired.

CONCLUSION. While so much remains to be done it seems hardly appropriate to mention what has already been accomplished. For the work may be said hardly to have begun. Nevertheless, when the time during which the work has proceeded is taken into consideration a great deal has been accomplished. The work proper only began a week before Chinese New Year, and already the dyke through Gough Island has been completed. Zinkstuk work has been carried 4,000 feet further down river, gabbiati have been laid in considerable numbers at the upper end of the Junk Channel, and the bank adjoining the Inner Bar Mark has been strengthened and repaired. The next few weeks will see the beginning of the restraining works above the Ship Chanite. Many causes have contributed to handicap operations in the past. Contractors have not fulfilled their obligations in the supply of reeds and brushwood, and the foreign staff has been inadequate to carry on the work with the speed that might be expected. Only yesterday the supply of reeds ran short, and because the contractor had not fulfilled his contract it was impossible to finish the Zinkstuk that should have been ready for laying this morning. The arrival shortly of twelve trained Dutch sinkers will greatly accelerate the work, as it is impossible to rely on coolie labour unless it is under the strictest possible supervision.

## For Sale.

## FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY situate at CANTON near the Hongkong, Canton and Macao Steamboat Company's wharf and facing the river. Title Deeds can be seen at the office of the undersigned.

For further particulars, apply to—  
GOLDRING and BARLOW,  
Solicitors,  
10, Queen's Road Central.  
Hongkong, 22nd May, 1907. [626]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.  
PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN &amp; Co.

Hongkong, 10th January, 1907. [64]

THE HONGKONG  
STUDIO

HIGHER CLASS PHOTOGRAPHER,

41 &amp; 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS, AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1907. [64]

## Intimations.

## THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

## WAMPOL'S PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable, and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyss says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

8

## BRITISH STEAMER

## "NETHERTON."

BY ORDER of the UNDERWRITERS, the undersigned are prepared to receive TENDERS for the purchase of the above steamer as she now lies at Singapore in a Fire Damaged condition.

Tenders must be delivered, not later than 10th July.

GILMAN &amp; Co.,

Lloyds Agents.

Hongkong, 18th June, 1907. [585]

## THE PEAK CHURCH.

THE ANNUAL MEETING OF WORSHIPERS at the PEAK CHURCH will be held in the Vestry of St. John's Cathedral, TO-MORROW, July 10th, at 2.15 P.M.

## BUSINESS—

1. To Pass the Accounts.

2. To Adopt the Report.

3. To Elect a Committee.

F. T. JOHNSON,

Hon. Secretary. [642]

## A. CHAZALON &amp; CO.

6, Queen's Road Central,  
WINE, SPIRIT AND COAL MERCHANTS AND  
GENERAL STOREKEEPERS.

## Just Unpacked.

## BARCLAY PERKIN'S STOUT

in pints and Baby bottles.

## FRENCH SYRUPS

## GRENADINE, GROSEILLE, &amp;c.

## VICHY, PERRIER, ROCHEMAURE

## AND

## Other FRENCH MINERAL WATERS;

## ALSO

## Large Assortment of CANNED GOODS

suitable for Pic-nic

Hongkong, 15th May, 1907. [640]

## PEAK TRAMWAYS COMPANY,

## LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 12.15 p.m. ... Every 15 minutes.  
12.15 p.m. to 1.15 p.m. ... Every 15 minutes.  
1.15 p.m. to 2.15 p.m. ... Every 15 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.  
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.

## NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m.  
every half hour.

## SUNDAYS.

8.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 12.15 p.m. ... Every 15 minutes.  
12.15 p.m. to 1.15 p.m. ... Every 15 minutes.  
1.15 p.m. to 2.15 p.m. ... Every 15 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.  
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.

## NIGHT CARS as on Week Days.

## SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement of the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SONS,  
General Managers.

Hongkong, 4th July, 1907. [64]

## Consigners.

## S.S. "TONKIN."

## COMPAGNIE DES MESSAGERIES

## MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dorogova* and *Malapan*, from Havre ex s.s. *Malapan*, and from Bordeaux ex s.s. *La President Leroy Lallier*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be loaded here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 15th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th July, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 15th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 8th July, 1907. [10]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "SIMLA."

## FROM ANTWERP, LONDON, MALTA,

## PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 8th July, 1907. [3]

## HAMBURG-AMERIKA LINE.

## THE H. A. L. Steamship

## "AMERICA."

Captain Schwinghammer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 8th July, 1907. [644]

## HAMBURG-AMERIKA LINE.

## THE H. A. L. Steamship

## "SCANDIA."

Captain von Dohren, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.



## Intimation.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARET.

	Per case, 12 doz. qts.	Per case, 6 doz. pils.
ST. ESTEPHE	\$ 7.50	\$ 8.50
ST. JULIEN	9.00	10.00
LA ROSE	12.00	13.00
CHATEAU HAUT BRION		
LARRIVET	18.00	20.00
CHATEAU MOUTON		
D'ARMAILHAC	22.00	24.00
CHATEAU PONTET		
CARNET	25.00	
CHATEAU LA TOUR		
CARNET	30.00	
CHATEAU RAUZAN	44.00	
CHATEAU LAFITE	50.00	

OUR CLARETS, including the lowest priced, are of exceptional value, and guaranteed to be the genuine product of the juice of the grape.

CLARETS from the celebrated Chateaux above mentioned are too well known to connoisseurs to need comment, and we can confidently recommend them as mature and in fine condition.

A. S. WATSON & CO.,  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 11th June, 1907.

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Lane, and should be accompanied by the Writer's Name and Address.

(If desired, business communications should be addressed to The Manager.)

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—£30 per annum.  
WEEKLY—£12 per annum.  
The rates per quarter and per month, proportionally. The daily issue is delivered free when the address is accessible to messengers. On copies sent by post an additional £1.50 per quarter is charged for postage. The postage on the weekly issue, to any part of the world, is 30 cents per quarter. Single Copies, Daily, 100 copies, Weekly, Twenty-five cents.

## BIRTHS.

On July 1, 1907, at Newchwang, the wife of R. Y. ANDERSON, of a son.

On July 1, 1907, at London, S. W., the wife of FREDERICK ANDERSON, of a daughter.

## MARRIAGE.

On July 7, 1907, at Shanghai, GABRIEL W. CLARK, Locomotive Foreman, Imperial Chinese Railways, Taikow-Chinghua Line, Honan, to ISABELLA G. KIRK, of Belfast, Ireland.

## The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 9, 1907.

## THE DEVELOPMENT OF FORMOSA.

Evidence is not wanting that since the Japanese occupation of Formosa, or Taiwan as it has been re-christened, steady progress has been made in the development of the resources of this island. Prior to the appearance of the Japanese on the scene, the aborigines caused the Chinese Government endless trouble, and, as the writer in the Financial and Economic Annual of Japan says, "it appears to have become second nature with the villagers to join in disturbances and set themselves in opposition to the Government authorities." Within two years after the Japanese had effected a landing on the island the military administration of the country had been superseded by the civil. Plans, we are told, were drawn up with respect to the subjugation of the aboriginal tribes and the policy regarding communications, finance, and monopoly, and were gradually carried into effect. The finances of the island became independent during 1905-6; for not only were the administrative expenditures met with the receipts of the Government of Taiwan without any pecuniary assistance from the Central Government, but it was also found feasible to defray out of the insular revenue the expenses of undertakings which it had been proposed to provide for by means of public loans; and, moreover, the account for the current financial year is expected to exceed by more than

five million yen that for the preceding year, which was a little over twenty millions. The finances of Taiwan are, therefore, in a very promising condition. Further, the coinage system of the island has now been placed on a purely gold basis; and the silver coins and silver notes which were hitherto current have almost disappeared from the market. The reform in the coinage system and the development of the productive industries of the island have increased the volume of its foreign trade. It was not deemed advisable to prohibit opium-smoking absolutely, but measures were adopted whereby the habit might be eradicated gradually. Opium was made a Government monopoly and sold at a fixed price, while the local authorities were required to undertake the duty of inspecting all opium dens and warning the people against the unlawful use of the drug. Salt, camphor and tobacco are also Government monopolies and they appear to be in a prosperous condition. With regard to trade generally, an interesting account of what has been done to develop the country is given in the Annual referred to. It is recalled that Taiwan was brought under cultivation by immigrants from South China in the last days of the Ming dynasty. These settlers, as soon as the soil under cultivation became exhausted, removed to other parts and began afresh to cultivate; all that they needed they either produced themselves or awaited their supply from the Chinese mainland. There was among them no development in the direction of division of labour. Moreover, as the coasts of the island are exposed to high seas and gales in all seasons except between April and August, coasting trade was beset with such difficulties that there was absolutely no exchange of commodities between different parts of the island, and this state of things continued until the time of the Japanese acquisition of the island, when enormous differences were discovered in the prices of commodities between localities in the northern and southern portions of the island. Thereupon, the Government itself began to cut canals and open the main roads and commenced in 1899 the construction of a railway to run from one end to the other of the island. That railway is now complete from north to south with the exception of fifteen miles in the middle over which a light railway has for the present been laid. A great step forward has therefore been taken in the means of transportation of goods, and now marked differences in prices are no longer to be found between different parts of the island. The future of the island, it will be seen, is now assured and the credit must be given to the able administrators who have managed to bring order out of chaos in a country which only a few years ago was overrun by warlike aborigines.

## LOCAL AND GENERAL.

INTELLIGENCE reached Tokio on 2nd inst., that Mr. Hayashi, Japanese Minister in Peking, had reached Korea that morning from the Chinese capital by way of Manchuria.

THE general agent of the Shanghai-Sumatra Tobacco Co., Ltd., has received the following telegraphic advice from the Delhi Matshchappij, Amsterdam:—"Sold 733 bales tobacco at Gds. 1.42."

A VARIETY of picture post-cards which we have received from Messrs. Richard "aworth & Co., Ltd., Manchester, afford admirable illustrations of the manner in which "Spero" cloth is manufactured.

THE new Customs House was opened at Tairen on 1st inst., and the Chinese flag now flies above it. In many cases duty was paid for transportation northwards. The Russian Consulate at Tairen opened on 5th inst.

ENTRIES for the Hongkong Water Polo Shield Competition close on Thursday, the 11th inst., and those clubs, etc., wishing to compete will kindly send in their names to Mr. W. J. Carroll, hon. secretary, Hongkong Water Polo Shield Competition.

WITH every number a visible improvement in the character and contents of the Shanghai Saturday Evening Review is apparent. The latest issue to hand presents an excellent photograph of His Excellency Shum, taken on board ship; while the cartoons on the work of the Northern Settlement are admirable. One of the cartoons caricaturing the hunt for the opium smokers hits off the situation capitally.

On the 20th ult., at Chefoo, the death took place of a young German (26 years old), Mr. August Makarschke, of the German Mining Co., of Shanghai. Death took place at the French Hospital. The young man, who had been stationed at the Maoshan Mines, was very unfortunate. Some time previously he was bitten by a dog and had to go to Tientsin for treatment at the Pasteur Institute. After having completed the cure he returned only a few days prior to his death. He was taken seriously ill and removed to hospital. The cause of death is believed to have been hydrophobia. —China Times.

## KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 18th June, 1907.  
Present:—Messrs. W. H. Wallace (Chairman), C. A. V. Bowra, W. Kruse, Huang Tsi-chen, S. Okuyama, W. Wilson, the Health Officer and the Secretary.

The minutes of the last meeting are read and confirmed.  
The Superintendent of Police reports a series of robberies which have taken place recently, and he is directed to ascertain from the British Consul whether some arrangement with the Singapore and Hongkong authorities cannot be made to, by which the Police would be furnished with photographs and detailed descriptions of all bad characters reported to Amoy. He is also directed to come in some more satisfactory arrangement as regards the M.S.F.

On the motion of Mr. Bowra, it is decided to drain and fill in some low lying ground opposite the house occupied by Mr. Armour, and to improve the drainage of the road.

The Superintendent of Police reports the following cases have been heard in the Mixed Court since the last meeting:—Summons, Assault 7, Fighting 1, Debt 4, Obstruction 1, Failing to report a case of plague 1.

Summary Arrests:—Committing a nuisance, 2, Assault 4, Perjury 1, Theft 1, Burglary 1, not carrying a light after 12 midnight 3, Failing to report a case of plague 1, Obstructing the Police, being found on enclosed premises, &c. 1, being a rogue and a vagabond 1.

(Signed) W. H. WALLACE, Chairman.

By order,  
C. BERKELEY MITCHELL, Secretary.

PRIVATE docks in the Eastern States of America have contracted for the building of two battleships of the Dreadnought pattern for the U.S. Navy. One of these is to be fitted with English turbines, the other with American turbines. The cost of the former will be \$4,500,000; that of latter \$4,300,000. The vessels will be of 20,000 tons each and they will mount twenty 12 in. guns.

IT is stated in a Tokio despatch of 3rd inst., to the N.C.D. News, that a cable from Washington states that the American Immigration Authorities have been ordered to prevent the entry into California of 400 Japanese labourers coming from Mexico. The Government at Tokio has not yet received any official information on the matter. With regard to the embargo placed upon the new Japanese employment agencies by the police at San Francisco, the N.C.D. News is of opinion that herein lies an opportunity to put to an actual test the friendly relations existing between America and Japan. A large number of people in Tokio, whose views coincide upon the American question, will shortly hold a grand meeting which Count Okuma has promised to attend.

FRANCISCO SALVATORE, a Filipino diver, residing at 14, Wing Lee Street, was charged before Mr. G. N. Ome, at the Police Court, this morning, with stabbing one Abareto Cleix in the street last night. The accused pleaded not guilty. What brought about the trouble neither of the parties would say; but it was whispered that refusal to pay a debt had much to do with it. Cleix, it is known, was leaving the Colony last night for Shanghai. Salvatore heard about this and intercepted Cleix in Wing Lee Street. Both men held an earnest conversation, during which Cleix is alleged to have suddenly drawn a knife and made a lunge at Salvatore. The latter stepped aside in time and closed with his man, relieving him of his weapon. In the struggle that followed Salvatore succeeded in getting Cleix's head between his legs. Then, holding the man in this manner, Salvatore is reported to have used his knife about Cleix's body to some extent. Inspector Withers, who was passing by at the time, heard the cries of the wounded man, and went to his assistance. Cleix was stabbed several times on the head, he had a deep gash above the eye, his nose was slit and a long cut was seen on his lip. He was sent to hospital, where he is expected to remain for some time. The case was adjourned.

SHORTLY after two o'clock yesterday afternoon, a junkman, in a great state of excitement, rushed into No. 2 Police Station, at Wanchai, and unfolded to Inspector Gourlay a story, which was certainly extraordinary. His story was that some two weeks ago the owner of the junk was compelled to discharge the master and the crew—which consisted of three sailors—for neglect of duty. At about half-past one o'clock yesterday afternoon the master and the three discharged sailors came alongside the junk, which was anchored off the Praya East, in a sampan. They clambered aboard, seized hold of the complainant, lashed him to the mast, and after pouring a tin of kerosene oil over the junk, set fire to it. They then took their departure, sailing westwards. His cries for help, he stated, were heard by the crew of the Mitsui Bussan Kaisha's steam launch, which was moored a short distance away. They came to his assistance and the fire, which was then burning fiercely at the stern, was extinguished. The police, after inquiries, are inclined to disbelieve the junkman's narrative. That fire did occur on board the junk is certain for that fact is corroborated by the launchmen. But the story of the junk being set on fire, and the junkman tied to the mast, can be given no credit. The consensus of opinion among the police is that the junkman, while cooking his "chow," accidentally overturned a stove, which set fire to the junk, and it is alleged that the junkman thought that by making this report he would be relieved of all responsibility.

## CANTON DAY BY DAY.

SHUN TENDERS RESIGNATION.

[From Our Own Correspondent.]

Canton, 8th July.  
A Shanghai telegram states that U.E. Viceroy Shum, of the Liang Kwang Provinces, has presented another memorial to the Throne, tendering his resignation and informing of his intentions of purchasing a house at Soochow, where he will reside to recuperate his health. He will ask another favour from the Throne, and will not leave Shanghai before the end of the sixth moon, so as to avoid the hot season of the South.

ANTI-OPIMUM REGULATIONS.  
Yesterday afternoon, a meeting was held at the Oi Yuk Charitable Institution to discuss the prohibition of opium smoking and the necessary regulations for the admission of opium smoking patients into the different hospitals for medical treatment. There were present several hundred persons of all branches of trade and of all classes, including the new Acting Provincial Judge, Kung Sum Tsan, and a few other officials. The Provincial Judge was voted to the chair and made a speech on the evils of opium smoking, which was listened to attentively by all those present. The Judge has been requested to draw up a code of regulations for the governing of the admission and treatment of opium smoking patients. Several resolutions were also passed to the effect that the Nine Canton Charitable Institutions and other hospitals, upon the enforcement of the anti-opium regulations at the end of the sixth moon, will do all in their power to help all those who are getting rid of the opium smoking habit. The meeting lasted until five o'clock in the afternoon, and afterwards a tea party was held for the entertainment of the leading persons taking part at the meeting.

At the meeting the Acting Provincial Judge, Kung Sum Tsan, remarked that it was the duty of the Government to see that the anti-opium regulations are strictly carried out, and it is the duty of the press to further the Government's cause.

## A SUSPECT.

A short time ago, a man surnamed Li was seriously injured by handling dynamite, in a school at Kou Chong Lane, inside the City, and was taken to the Hospital Indo-Chine for treatment. This man was to be put on trial before the authorities, after he is well again, to show what right he had to be in possession of such explosives. The Police Department sent four constables to keep guard over this man during his stay in the hospital. On Saturday, when he left the institution, he was immediately arrested and taken to the Central Police Office for trial.

## PIRACY.

On the 6th instant, in the afternoon, the S.L. Kuo Chong plying between Chansun and Canton arrived here and reported that she had been pirated near Sam Shan Ko. How by a number of robbers, who boarded the launch as disguised passengers. It happened that at the time, the Chinese Government launch Po Chin and three junks were in the vicinity, and rendered assistance in pursuing the pirate. The boat people pursued the pirates some distance and had an encounter with them at Lin Fa Shan, where one of the pirates was wounded as well as three of the launch's passengers. The pirates got among the passengers and fought desperately and threw overboard three passengers; whether these were drowned or not, is not yet ascertained. At last the rescuers took flight to the Lin Fa Shan, where six of them were captured, whilst the remainder escaped.

## AGAINST RED TAPE.

H.E. Acting Viceroy Wu has issued an order, directing his subordinate officials not to adhere to the old custom of calling to interview him at specified times—on the 5th and 10th days of every moon—but to call on him at any time when affairs necessitate their presence.

## A NEW THEATRE.

Some time ago, a merchant surnamed Chui, applied to the Canton Police Department for the privilege of building a theatre on the new bund at Yau Lan Mun. The Police Authorities have now accepted the application at an annual royalty of \$700 and his informed Chui to accompany the wuyuan of the department to make a survey of the proposed site on the 6th instant, for the building of this theatre, which is to be handed back to the Government after the expiration of the lease.

## A CURIOUS MONOPOLY.

A merchant surnamed Yang has floated a company styled the "Malo Company" and petitioned the Shan'ou Chu for the monopoly of running rickshas and horse carriages on the new bund. The petition has been granted, but as the daily tax of 15 cents on each ricksha at first proposed by the company appeared rather too much, it was reduced to 10 cents per ricksha per diem.

## CONSERVANCY COOLIES.

The regulations governing the coolies of the Canton Sanitary Department, who are under the control of the Canton Police Department, are gradually being relaxed in their enforcement, and now the Police Authorities have issued a proclamation in plain language reminding the coolies to attend to their duties more strictly, and stating that owing to the summer season when epidemics are very apt to get hold of the people, it is necessary for the coolies to exercise more care in the execution of their duties.

A Peking letter states that H.E. Chow Fu, the retiring Viceroy of the Two Kwang provinces, will probably be given a post in Peking as a Vice-President in one of the Ministries. It is further stated that his Excellency has been telegraphed for by Prince Ching to go up to the Capital without delay and that Viceroy Yuan Shih-kai has strongly recommended Chow Fu to the Throne as one "well acquainted with dealing with foreigners with whom he is persona grata."

## THE TAIKIN CUSTOMS REGULATIONS.

A Tairen message to the Asahi gives the provisional Regulations of the Customs House of the leased district of Kwantung, as published by General Oshima, Governor-General of Kwantung. The Customs House was opened on Monday, the 1st proximo.

The Regulation reads:—  
Article I.—On foreign articles imported from abroad or articles made of foreign materials, when imported into the interior, Customs duty shall be imposed.

On foreign articles imported from Chinese open ports, when imported into the interior, import duty shall be imposed; when the official receipt for the duty cannot be produced.

When foreign articles imported from Chinese open ports have been consumed in the leased district, or re-exported from the leased district, reimbursement of the duty paid can be obtained from the Customs House of port at which the duty was paid only on presentation of the receipt of the payment of the duty issued by the Customs authorities at the port of shipment.

Article II.—On Chinese articles imported from Chinese open ports, when imported into the interior, upon presentation of the receipt of duty paid on them, no import duty shall be imposed.

Article III.—On Chinese articles imported from Chinese open ports, in case of the absence of the receipt of the duty paid on them, a sum equal to the import duty due on such articles shall be deposited at the Customs House. When any dishonest practice is discovered on the part of the importer, the money so deposited together with the imported goods, may be confiscated.

Article IV.—On Chinese articles imported into the leased district by land when exported, export duty shall be imposed.

Article V.—On the products of the leased district, or articles manufactured from the products of the leased district, or of materials imported from abroad, when exported, no export duty shall be imposed, provided that a certificate of production, issued by the Japanese authorities, is presented.

Article VI.—On articles made of material imported from interior, or Chinese ports by sea when exported, export duty shall be imposed either on the material or on the articles themselves at the option of the exporter.

Article VII.—On foreign articles on which import duty has been paid at Chinese open ports, or on Chinese articles on which export duty has been paid when re-exported from Tairen, no export duty shall be imposed.

Article VIII.—On articles sent from or into the interior in accordance with the transit regulations of the interior, transit duty shall be imposed in addition to export or import duty.

Articles IX. to XII. are provisions relating to the importation or exportation of opium.

Article XIII.—Arms, ammunition, and explosives or their component parts, when imported, shall not be discharged from vessels or landed before permission has been obtained of the Customs authorities.

Article XIV.—Arms, ammunition, and their component parts shall not be allowed to be transmitted into the interior or Chinese ports without a certificate issued by the Chinese authorities.

Article XV.—The preceding two Articles shall not be applied to arms, ammunition, &c., for the use of the Japanese army, navy or police.

Article XVI. to XXI. stipulate the procedure relating to the entrance or clearance of ships at the Customs, and for the passage through the Customs of goods exported or imported.

Article XXII.—A Customs permit must be obtained for the transshipment of goods. Goods transhipped without obtaining a Customs permit will be confiscated, and the captains of vessels concerned may be fined according to circumstances.

Article XXIII.—The rates of the duties imposed on goods passing through the Customs are as follows:—

1.—The import duty on foreign articles shall be imposed according to the amended import tariff of 1902.

2.—The duty on Chinese articles exported or imported shall be imposed according to the old Chinese Customs tariff.

Article XXIV.—Protests against confiscation or fine to the Superintendent of Customs shall be dealt with according to the spirit of the Regulation of the mixed examination relating to confiscation or fine, agreed upon at Peking, on May 31st, 1895.

Article XXV.—The office hours of the Customs House shall be from 9 a.m. to 4 p.m., exclusive of Sundays and holidays, but the examination of goods shall be conducted from 8 a.m. to 4 p.m.

Article VI.—Before 6 a.m. and after 6 p.m. and on Sundays and holidays, no cargo shall be shipped or discharged without the special permission of the Superintendent of the Customs. This rule shall not apply to passengers' luggage and mail.

The fees for the special opening of the Customs House are as follows:—

1.—Before 6 a.m. to 10 a.m. Haikwan taels.

2.—From 6 p.m. to midnight, 10 Haikwan taels.

3.—From 6 p.m. to 6 a.m. next day, 20 Haikwan taels.

For Sunday—4 taels for the day and 20 taels for the half day; the same rates apply to holidays.

Article XXVII.—All communications relating to Customs business must be addressed to the Superintendent of Customs.

## Telegram.

"HONGKONG TELEGRAPH" SERVICE.

ANTI-MONARCHICAL OUTRAGE.

GOVERNOR OF ANHUI AND THREE OFFICERS SHOT DEAD.

[From Our Own Correspondent.]

Shanghai, 8th July.

3 p.m.

The Governor of Anhui is dead. His assailant was Taotai Chu Shih-ling, who has since been decapitated. Under orders from Viceroy Tuan Fang many troops are being hurried to Ngankin.

## FURTHER PARTICULARS.

Further particulars of the outrage directed against the Governor of Anhui are given by the Shanghai correspondent of the Shanghai Press. His Excellency was visiting the gendarmery school with the object of reviewing the cadets, on Saturday last, when the head teacher, Chu Shih-ling, produced a revolver and fired six shots at the Governor and his staff.

Four shots took effect. The Governor was mortally wounded and two wuyans and a captain were killed on the spot.

His Excellency expired within a few hours.

The assassin was immediately arrested at the instance of H.E. Tuan Fang, and instructions regarding the punishment that should be meted out to him are awaited from Peking.

It is stated that Chu Shih-ling has long borne enmity against the Governor of Anhui and has made previous attempts to secure his end.

## TANJONG PAGAR DOCK COMPANY, LIMITED.

FINANCIAL ARRANGEMENTS.

The \$28,322,442 23 the exact net sum which under the Ordinance fell due to be paid on 4th July was by mutual arrangement settled yesterday by dual but common action in London and Singapore, says the Singapore Free Press of 2nd inst.

Mr. W. A. Greig of Messrs. Boustead & Co. and Mr. Graham Paterson of Messrs. Paterson Simpson & Co., two Directors, attended at the Tanjong together with Mr. Reenie, the Secretary, and received payment by cheque of the \$10,595,523 which it had been agreed should be paid in Singapore on receipt of it was at once banked. A great meed of praise is due to those responsible for the financial arrangements by which the dual payment and distribution have been carried out, which arrangements have been rendered more difficult in so much as at the last hour amendments were made providing for members to receive payment by allotments of Straits Loans. It is stated, the funds were paid over yesterday, and on the same day cheques were issued to all members for interest under the Ordinance up to 30th June, and to-day cheques for the distribution of the \$28,000,000 will be issued in Singapore and London, shareholders should thus lose no interest on their capital funds. It is a smart piece of organisation and one which would entail much foresight and tact in dealing with the Crown agents and local Government.

We are courteously informed that the company's shareholders applied for and received allotment of Straits Loans to a total of £75,100,000 which includes of course a large slice for the F.M.S. Government holding.

In a conversation with the secretary we were informed with a twinkle of humour that shareholders and their agents in lodging their scrip for examination and payment had shown an intelligence and celerity well above the Singapore average in company matters. We are not surprised!

L'Echo de Chine of Shanghai states that placards in imitation of official proclamations were posted in various parts of the native city bearing the following announcement:—"The opium dens which were closed by mistake on June 23 may be re-opened on July 4."

## SHIPPING AND MAILS.

## MAILS DUE.

American (Doris) 10th inst., 6 a.m.  
English (Doris) 11th inst., 6 a.m.  
Indian (Kumrang) 13th inst.  
German (Zieten) 13th inst.  
German (Prinzess) 17th inst., a.m.  
Indian (Kumrang) 18th inst.

The H. A. L. S. S. S. left Shanghai via Foochow on 7th inst., a.m., and may be expected here on 12th inst., a.m.

The Imperial German Mail s.s. Roon, which left here on 4th inst., at 6 a.m., arrived at Singapore on 8th inst., at 2 p.m.

The Java-China-Japan Line s.s. Hiary left Macassar for this port on 5th inst., and may be expected here on or about the 13th inst.

The Imperial German Mail s.s. Prinzess left Kobe via Nagasaki and Shanghai on 8th inst., at 3 p.m., and may be expected here on or about 17th inst., a.m.

The C. P. R. Co's s.s. Empress of China arrived at Nagasaki at 11.30 a.m., on 8th inst., and leaves again at 6 p.m., same day, for Kobe, where she is due to arrive at 6 p.m., on 9th inst. The G. N. Co's s.s. Mitsushima arrived at Yokohama on 7th inst., at 6 p.m., and will leave for this port via Kobe, Nagasaki and Shanghai on 10th inst., and is expected here on 2nd inst.



## Telegrams.

[Ruler's.]

## Mr. Asquith on the Financial Position.

London, 7th July.  
Mr. Asquith, speaking at the Bankers' Dinner, said that the financial position was reassuring; the revenue was coming in satisfactorily and even the railways showed excellent returns; there were no signs of impending stringency, and the apprehension of legislation, involving danger to the investor, was without foundation. Neither he, nor so far as he knew would any of his colleagues, ever participate in legislation threatening the security of any form of public or private investment or the essential foundations of commercial or financial stability.

Later.

## D'okers' Strikes.

A Dutch cruiser has been despatched to Rotterdam in consequence of the more serious aspect of the situation caused by a strike of Dock hands, and another cruiser will follow with a large force of Marines for assisting the police.

The Dockers at Cherbourg have also struck for an increase of pay.

## TERRIBLE EXPERIENCE ON THE HIGH SEAS.

EIGHT MEN WASHED OVERBOARD BETWEEN ADEN AND COLOMBO.

The experiences of Capt. Von Dohnen, of the Hamburg-merika liner *Scandia*, which arrived at Colombo on June 22 from Hamburg, on her way to the Far East, seem to have been of a most sensational nature during the voyage between Aden and Colombo.

Capt. Dohnen has sent in the following report to the Master, Attendant:

Near Socotra we had a very severe storm from S.S.W. with a heavy cross sea. An enormous sea spread over the poop; washed eight Chinese (six deck passengers and two firemen) overboard. Stopped and turned the ship. Saw no signs of the men.

The Times of Ceylon representative interviewed the skipper and gleaned the following particulars of the occurrence. The *Scandia* had a fine passage as far as Suez. But the Red Sea was extremely hot. The Chinese passengers, seventeen men and two children, who were on their way home, much against the Captain's orders, slept on deck. Everything went well up to Socotra. Off the coast of Socotra the weather changed, and a terrific storm sprang up. The wind was blowing vehemently and the waves were mountain-high. All on board were in a most anxious time. On Sunday, at about 5 o'clock in the morning, the storm was at its height. The Chinamen were again on the deck asleep, against the Captain's orders. Waves

SWIFT RIGHT ACROSS THE SHIP taking everything in their way. The ship's rails were bent and broken, and some of the rails and other equipment of the ship were found floating about later on. Six of the Chinese passengers and two firemen of the ship, men of the same nationality, were washed overboard with their bedding and mats. The steamer was stopped and turned. A most careful search was made for some hours, but there were no traces of the unfortunate men.

Thirteen Chinese passengers were employees of the Hamburg-Amerika Line. The Captain of the *Scandia* is an experienced sailor. He has been engaged in the Far Eastern trade for over seventeen years, and is well-known at this port. Referring to the storm, he says: "I never experienced such a storm in my life."

## THE UNREST IN KWANGTUNG.

The following Imperial decree dated the 1st inst., appears in the *N. C. D. News*:—  
Owing to the recent unrest in the Chingchow prefecture, caused by evil characters opposing the levy of certain taxes, we commanded Chow Fu, Viceroy of the Two Kwang provinces, to investigate the conduct of those officials whose actions in the matter created the unrest, so that they may be denounced and punished therefor. According to the telegraphed report of the said Viceroy Chow Fu, now received, it appears that he instructed the Taotai of the Lien-Ching Intendency, Wang Pinggen, to take steps at once to reduce or stop the levy of taxes wherever possible. Instead of obeying at once the said Taotai procrastinated and at a late date issued proclamations on the subject, thereby bringing about a crisis, by his foolish conduct. Furthermore when the desperadoes concerned started in earnest to cause an insurrection, the Taotai again showed incapacity by failing to strike at the insurgents promptly and so suppress them without further trouble. Again, Ho Ch'ang-tung, the Acting Major-General of the Pehai (Pakhoi) Circuit, knew only how to "stand tight" within his entrenchments, so that it enabled the insurgents to have a free hand and encourage others to join them. This continued so long that it is evident that the said Major-General has been guilty of cowardice and incapacity. We, therefore, hereby command both Wang Pinggen, Taotai of the Lien-Ching Intendency of Kwangtung, and Ho Ch'ang-tung, Major-General of the Pehai Circuit of the same province, to be forthwith cashiered. With regard to the conduct of Ku Yung-mou, Acting Independent Subprefect of Chingchow, he has been guilty of neglect of duty, in that he failed to take proper measures at the beginning of the unrest and to report at once to his superior officer the state of affairs within his immediate jurisdiction. In view of the said Ku Yung-mou has shown flagrant incapacity, stupidity in the performance of his duties, and he is, therefore, hereby cashiered and dismissed for ever from the Public Service. As for the rest of the said Viceroy, what he has suggested in his report to us.

## SANITARY BOARD.

The fortnightly meeting of the Sanitary Board was held in the Board room this afternoon, when the following business was transacted:—

## STANDING ORDERS.

The following minute by the Crown Solicitor regarding the additional rules of debate was submitted:

Any members may join in the discussion of any question in which he is or may be peculiarly interested, but he may not vote upon such question, and shall withdraw before the question is put to the meeting.

In any case of doubt as to whether any member is or may be peculiarly interested in any question before the meeting the member shall withdraw and then the meeting shall decide whether he is so interested or not.

Mr. Shelton Hooper minuted: I take it that the Board is asked to make the proposed addition to the "standing Orders" under section 14 of the Public Health and Buildings Ordinance, but as our power is limited to making Standing Orders "for regulating its procedure at its meetings," it appears that to make an order disfranchising any of its members or calling upon any of them to leave the room would be illegal.

## THE PRESIDENT'S MINUTE.

The following minute by the President relative to question No. 2 asked by Mr. Shelton Hooper at the last meeting, was submitted: The case referred to by Mr. Shelton Hooper of the tenant of No. 476 Queen's Road West having been prosecuted in December 1906, for the erection of cubicles without the previous service of notice, falls under Part III of the Ordinance, and the prosecution was instituted with the sanction of the Building Authority. The house was a new one just completed, in which the erection of cubicles is absolutely prohibited by the Ordinance. The other three summonses mentioned by Mr. Hooper were taken at the same time for the same offence in the same block of new buildings.

His Excellency, in the paper No. 15 of 1907, was referring to Sanitary Board "nuisances," this was in connection with a building nuisance and service, in connection with such nuisances, a notice is not compulsory.

The Building Authority, however, informs me that he has issued instructions to the effect that notices are to be served in all such cases in future, previous to prosecution.

I have forwarded a copy of this minute to the Hon. the Colonial Secretary for the information of His Excellency the Officer Administering the Government.

Mr. Shelton Hooper minuted: His Excellency evidently did not grasp the recommendation of the Commission, as it was to meet the cases mentioned in the proviso to section 230 that the Commission made such recommendation.

## PERMANENT TOMBS.

The report of the committee relative to a site in Apichan being used as a public cemetery for tombs of a more permanent nature, and larger than are allowed in the present Chinese cemeteries, was laid on the table. The report was as follows: Of the two sites suggested, Apichan and Hing Yi, the former is considered the best of the two, though it is difficult of access and rocky. It has not been found possible to make regulations for a public cemetery of the nature suggested, and it is recommended that this site or another be leased by the Government as a cemetery to one or more private individuals who can satisfy the Registrar General that they are acting on behalf of a sufficient number of Chinese residents in Hongkong, and who will undertake to be guided by the Registrar General in the management of it.

(Sd.) A. W. BREWIN.  
(Sd.) F. W. CHUN.  
(Sd.) LAU CHU-PAK.

## WATER SUPPLY AND CONSERVANCY.

Mr. Henry Humphreys submitted the following minute on the water supply and conservancy of the city: I am in favour of allowing waterclosets in all buildings that are provided with an ample supply of water which is quite independent of the Government service. Especially am I in favour when the houses are on the hill-side or at the Peak. Under the present system a good deal of the sewage of the hill districts, which is supposed to be carried away by coolies to the conservancy boats, finds its way into the various nullahs of the Colony. I am, however, opposed to the system being adopted universally, on account of the difficulty in obtaining sufficient water, and also because it would be almost impossible to make the occupants of Chinese tenement houses keep the water closets in a sanitary condition. I agree with everything contained in Mr. Crook's letter dated February 20th 1895. Mr. Shelton Hooper minuted: Totally different conditions obtain to-day to what existed in 1880 or even in 1895. We should deal with each case on its merits.

The Hon. the Registrar General minuted: How does the Hongkong of 1907 differ from the Hongkong of 1895?

## RIGHT OF BUILDINGS.

The report of the Committee consisting of Hon. Mr. F. J. Bodeley, Hon. Mr. H. E. Pollock, Dr. F. Clark, and Mr. Ahmet Rumi, was submitted, and was to the effect that exemptions from the provisions of the Ordinance should only be made in the cases of hotels and large blocks of offices of European design, regard being had in every case to the possibility of obstructing the light from other buildings. In no case should the height of the house exceed one and a half times the width of the street on which it fronts. Not more than six storeys were to be allowed in any case, and only the four upper storeys should be used for sleeping purposes.

The Hon. the Registrar General minuted: A report of the height to which buildings should be erected was made by a sub-committee of the Board in 1905. That report seems to have been lost sight of lately. I suggest that a copy be circulated among the members of the Board, and that a copy of that report and other similar

reports be put together and laid on the table for reference.

Mr. Shelton Hooper minuted: Each case should be dealt with on its merits.

## WELL FOR WATERING GARDENS.

An application was submitted to the Board for permission to open the well situated on Inland Lot 1,467, Wong-nai-chong, and to use the water from it for gardening purposes. The well was closed some years ago because the water was used for domestic purposes, but the house supply is now obtained from the Government main.

Mr. H. Humphreys minuted: As the brewer has the Government service laid on, and as the well is situated a good distance away it is not likely that the Chinese servants will go to the trouble of using the well-water for domestic purposes, instead of using the service supply. I am in favour of the application being granted.

Mr. Lau Chu Pak: If not for culinary purposes it should be granted.

## OVERCROWDING.

During the month of June 1907 persons were ordered by the magistrates to vacate overcrowded floors, according to the report of the inspector submitted.

The Hon. the Registrar General minuted: Are floors ever revisited after a prosecution? A further inspection ought to be made in each case after a month or so.

The Hon. the President: Yes, a further inspection is made monthly until the overcrowding is abated.

## LIMEWASHING.

During the fortnight ended July 4th, 1907 529 houses were cleaned and limewashed in the City under the supervision of the sanitary officials.

## WATER SUPPLY.

The report of the Government Analyst on the samples of water analysed in the month of June was submitted, and showed the water to be as usual of excellent quality.

## SHANGHAI WATCH CLUB.

The Shanghai Watch Club has been condemned as a lottery and all its mail matter has been excluded from the Philippine mails, say the *Manila Bulletin*. This action has been taken as the result of an opinion handed down by Acting Attorney General George R. Harvey, at the suggestion of the director of posts who himself held the club to be a lottery, within the meaning of the act of the commission.

In his opinion the acting attorney general explains that the plan of the concern, as appears by the circulars it sends through the mails, is to secure agents to form watch clubs in different countries, each club to consist of 40 members, and every member must agree to pay weekly instalments of P1 each or its equivalent.

A weekly drawing is held and the person holding the lucky number is forwarded a watch without further additional payments, or in default of winning a watch before the last payment is made, each member is given a watch upon making the 40th payment.

Some time ago the commission passed an act prohibiting the importation and sale, the giving away, use and possession of lottery tickets and lottery advertising matter and makes it also unlawful to import into the Philippine islands through the mails any such ticket or advertisement. The act does not define the word lottery however.

This decision may not only affect the Shanghai Watch Club but similar schemes in Manila by local enterprise which embrace the elements of procuring, through lot or chance, by the investment of a sum of money or something of value, some greater amount of money or thing of greater value.

The acting attorney general holds that when such are the chief facts of any scheme, whatever it may be christened, or however it may be guarded or concealed by cunningly defined conditions it is, under the law, a lottery.

"There is no question," says the attorney general in closing, "that the scheme under consideration has in it all the essential elements of a lottery, namely: the use of lot or chance, sold for a consideration to determine the right to ownership to something of greater value than the amount paid for the lot or chance. I am therefore of the opinion that this scheme of the Shanghai Watch Club when measured by the standard of the authorities herein cited, is under the plain fact forth in its circulars, a lottery pure and simple and comes within the prohibition of Act 153."

This club, as appears from its circulars, was organized by two Americans well known in Manila. H. J. Black, formerly of the bureau of supply, and B. Lichtig, formerly with Castle Bros. Wolf and Sons. The head office is in Shanghai and branches are in Hankow, Macao, Tientsin, Canton, Soochow and Hongkong.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 9th at 12.05 p.m.—The barometer has risen generally, particularly over N. China and S. Japan.

The depression, lying over the Sea of Japan yesterday, appears to have filled up.

The highest pressure probably lies over the Pacific to the E. of the Loochoos. It exceeds the normal by about 0.1 inch over China, Formosa and the Loochoos.

Moderate S.E. winds are likely to prevail in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inch.

## FORECAST.

1.—Hongkong and neighbourhood, S. to S. E. winds, light or moderate; showery.  
2.—Formosa Channel, same as No. 1.  
3.—South coast of China between Hongkong and Loochoos, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, same as No. 1.

## THE JAPANESE FINANCIAL SITUATION.

## THE GOVERNMENT'S SCHEME.

It was recently reported that the Government had decided to postpone the carrying out of the proposed scheme for the purpose of partly rectifying the deficit in the revenue for next year, at the proposed issue of the Bonds has been abandoned. It is now stated that the Government has framed a financial scheme for the present year with the help of the surplus from the special war fund. The successful issue of Bonds to the amount of ¥8,000,000 for last fiscal year, and of ¥30,000,000 for the present year, has proved utterly hopeless during the present fiscal year. In addition to this, the dissolution of the Duma has made it a matter of uncertainty whether compensation for the maintenance of the Russian prisoners, which amounts to ¥46,000,000, and forms an important item of revenue for the financial scheme for next year will be received before the opening of the next session of the Diet. The deficit for next year, it is pointed out, can be partly made up from a surplus of about ¥30,000,000 from last year together with expenditure to be saved on account of the delay in the proposed works under the Department of War, Communications, Home and Justice, to the amount of about ¥1,000,000; but the balance of the deficit, amounting to ¥70,000,000 can, by no means be made up without having recourse to the issue of Bonds.

A surplus of about ¥40,000,000 will be shown in the revenue this year, and if this amount is added to a part of the surplus of the war fund available for next year—about ¥40,000,000—there will be a large deficit for next year. The value of the works under the direction of the War Office, which have been delayed, is said to amount to ¥30,000,000 or ¥40,000,000, and there are many works being carried out for the Navy, the Communications, Home and Judicial Departments, including the construction of warships, the improvement of the Seoul-Wiju railway, and several lines at home, the construction of the Central Laboratory and the reconstruction of prisons, none of which are yet taken in hand. And the Government proposes to postpone all these works and suspend other works now in progress.

The Army and Navy and the Communications Departments are said to be strongly opposed to the policy of the Government, and the Financial Department is being much embarrassed as to the best means to be adopted for the drawing up of the financial scheme for next year.

## SOUTH CHINA DISTURBANCES.

## LONDON COMMENTS.

Mr. F. A. McKenzie, whose recently published book, "The Unrest in East," has attracted some attention, has been expressing his opinions in a contemporary as to the present unrest in China. He takes the view, which we expressed in our last issue, says the *London & China Express*, that the situation affords good occasion for watchfulness, but none for acute alarm. The rebellion in the Southern Provinces, which has now reached so serious a stage, is only one of several symptoms of grave disturbances that have made their appearance during the past half-year. The Revolutionary Party, which aims at overthrowing the present Manchu ruling family and putting a purely Chinese Emperor on the throne, has recently shown renewed life. There has been also recrudescence of the activity of the secret societies. The primary cause of the present rising in Kwangtung and Kwangsi is purely economic. As all the world knows, Central China has been suffering from severe famine. Many thousands of people have died and are dying from absolute starvation. This famine has naturally affected the price of food in the south. In addition, heavy floods last year swept a considerable part of the southern rice crops away, and there has been a drought recently which made the transit of food supplies along the waterways slow and costly. The peasantry of the Two Kwangs have felt the pinch of hunger. They are, as is well known, a turbulent and somewhat passionate people, men from whom the river pirates of the south are recruited, and from whose country rebellion after rebellion has started in the past. They are not of the kind that calmly endure want. The Chinese Government is paternal, and if the people lack food the authorities are expected to provide it for them.

In some further observations Mr. McKenzie is of opinion that while the marked absence of anti-foreign feeling has been a notable factor so far, it would be too much to say that foreigners are in no danger. China, says Mr. McKenzie, believes, rightly or wrongly, that the German Foreign Office desires an opportunity for national assertion in the Far East. The memory of Shantung is burnt into Chinese brains, and there is nothing the responsible officials are more anxious to avoid than the repetition of a massacre which gave excuse for German action there. Since the Boxer movement in 1900, it has been the tendency of European observers to regard spasmodic uprisings in China too seriously, and to attribute to them too wide a meaning. Thus at the beginning of 1906 numbers of Europeans throughout China were convinced that the Empire was then on the eve of a serious anti-foreign troubles. But while this may make as a charge of hastily taking an alarm view, it would be folly, remarks Mr. McKenzie, to deny the fact that the present rising is greater than anything the Empire has seen since the momentous days of 1900. The ferment caused by the Reform Movement, the revolutionary ideas carefully fostered by the great army of fourteen thousand youths studying last year in Japan, and the changing economic conditions brought about by the partial introduction of Western civilization, are all making themselves felt. A few more victories by the rebels, such as they have already gained in several places against the Imperial troops, will enormously increase their numbers. The Revolutionary Party, their natural ally, has arms, money, and organization. In Mr. McKenzie's opinion, if the anti-dynastic revolutionaries and the peasant rebels work together, the situation will in time take a more sinister aspect.

## To-day's Advertisements.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND of \$1.50 per Share for the Six Months ending 30th June, 1907, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED on TUESDAY, the 16th instant, to THURSDAY, the 25th instant, (both days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 9th July 1907. [648]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENVORLICH."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th July, 1907. [647]

## PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. J. MILLER, to sell by PUBLIC AUCTION, For Account of Mr. J. R. CAPELL, ON

SATURDAY, the 13th July, 1907, at 2.30 P.M., at No. 1, Bay View, Kowloon, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED, Comprising:—

DOUBLE BRASS AND IRON BED-STEADS WITH WIRE MATTRESSES, STEAKWOOD WARDROBES WITH BEVELLED GLASS, MARBLE-TOP WASHSTANDS, OVERMANTELS, DRESSING TABLES WITH BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, GLASS, CROCKERY and E.P. WARE, TEAKWOOD SIDEBOARD with BEVELLED GLASS, DINNER WAGGONS, a quantity of BLACKWOOD WARE, PICTURES, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 6th July, 1907. [646]

## THE PROPOSED SHANGHAI EXHIBITION.

As the proposal to hold an International Exhibition of foreign manufactures in Shanghai bids fair to meet with a generous measure of support in Europe, America and Japan, as well as in British Colonies, the work of building up a local guarantee fund has now been started, and the following sums have been guaranteed. It is suggested that the Exhibition should be held in 1909, and consequently no time should be lost in securing the requisite guarantee fund, which is only a preliminary step towards the larger task of inaugurating a successful exhibition.

The amounts guaranteed on 4th inst. are:—

Jardine, Matheson & Co., Ltd., \$ 5,000 Tls.  
The Hongkong and Shanghai Bank ..... 5,000  
A. R. Burkill & Son ..... 1,000  
Libert & Co. .... 1,000  
Andersen, Meyer & Co. .... 1,000  
Gibb Livingston & Co. .... 1,000  
D. Siffert, Esq. .... 500  
12,500 2,000

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

## Selling.

London—Bank T.T. .... 1/2 5/16  
Do. demand ..... 1/2 1/16  
Do. 4 months' sight ..... 1/2 11/16  
France—Bank T.T. .... 2/3 7/8  
America—Bank T.T. .... 53 1/2  
Germany—Bank T.T. .... 2.24  
India T.T. .... 16 1/2  
Do. demand ..... 16 1/2  
Shanghai—Bank T.T. .... 7 1/2 prem.  
Singapore T.T. .... 107 1/2  
Java—Bank T.T. .... 13 1/2

## Buying.

4 months' sight L/C. .... 2 1/2  
6 months' sight L/C. .... 2 1/2  
30 days' sight San Francisco & New York. .... 54 1/2  
Do. do. .... 55  
30 days' sight Sydney and Melbourne. .... 2.31  
4 months' sight France. .... 2.28 1/2  
6 months' sight France. .... 2.28 1/2  
4 months' sight Germany. .... 2.28 1/2  
Bar Silver ..... 31 1/2  
Bank of England ..... 4 1/2  
Bank of France ..... 5 1/2  
Sovereigns ..... 105 1/2

## Intimations

THE ROBINSON PIANO CO., LD.

TALKING MACHINES AND RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [53]

SEASONABLE WINES.

HOCKS & MOSELLES

(SOLE AGENTS FOR LANGENBACH & SOHN, WORMS-ON-RHINE).

	1 Doz. Bottles.	1 Doz. Bottles.
Sparkling Moselle .....	28.00	
" Hock .....	28.00	
Laubenheimer .....	\$13.00	15.00
Gracher .....	14.00	16.00
Nirsteiner .....	15.00	17.00
Hochheimer .....	20.00	22.00
Liebfaulmilch .....	24.00	26.00
California Riesling .....	6.50	7.50
Do. Hock .....	6.50	7.50

## CLARETS.

	1 Doz. Bottles.	1 Doz. Bottles.
Vin Ordinaire .....	\$ 4.50	\$ 5.50 \$ 8.50
Cotes .....	5.00	6.00 9.00
Medoc .....	5.50	6.50 9.50
St. Emilion .....	6.50	7.50 10.50
Margaux .....	7.00	8.00 11.00
St. Julien .....	8.00	9.00 12.00
St. Estephe .....	10.00	11.00 14.00
Cos. St. Michel .....	12.50	13.50 16.50
Ch. Leoville .....	13.00	14.00 17.00
Ch. La Rose .....	13.00	14.00 17.00

Price List on application.

H. PRIOR & Co., Ltd.

WINE AND SPIRIT MERCHANTS.

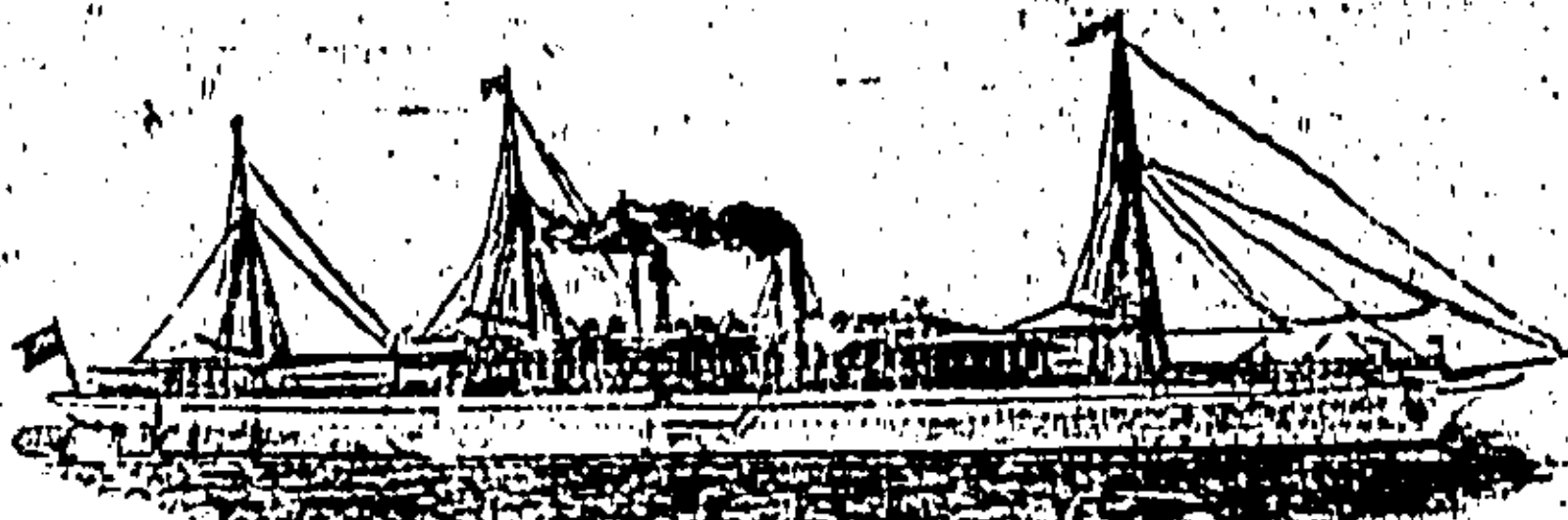
100, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd July, 1907. [54]



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Functuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, July 17th	Aug. 10th
"EMPEROR OF INDIA"	6,000	THURSDAY, Aug. 1st	Aug. 19th
"MONTEAGLE"	6,163	WEDNESDAY, Aug. 1st	Sept. 7th
"EMPEROR OF JAPAN"	6,000	THURSDAY, Aug. 29th	Sept. 16th
"TARTAR"	4,425	WEDNESDAY, Sept. 11th	Oct. 5th
"EMPEROR OF CHINA"	6,000	THURSDAY, Sept. 16th	Oct. 14th

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Mail "EMPEROR" Steamships, 14,500 tons register. The through steamer to LIVERPOOL being 21 days from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £61. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to HONGKONG, 4th July, 1907. D. W. CRADDOCK, General Traffic Agent for China, Corner Padder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"CHONGSANG"	WEDNESDAY, 10th July, 4 P.M.
TIENTSIN	"CHONGSANG"	THURSDAY, 11th July, 4 P.M.
SANDAKAN	"MAUSANG"	THURSDAY, 11th July, 4 P.M.
MANILA	"PUENSANG"	FRIDAY, 12th July, 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	\$ 65	\$ 100
Penang	85	130
Calcutta	165	250

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Chong, Tientsin, Newchwang and Yangtze Ports. Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LIMITED.

For Steamships To SAIL.

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE. "CHANGSHA" 1st. 10th July, 4 P.M.

YOKOHAMA & KOBE	"CHINGTU"	11th	"
CEBU and LOILO	"KAIFONG"	13th	"
SWATOW & SHANGHAI	"YUENHONG"	13th	"
HAIPHONG	"CHIEH"	16th	daylight.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

1 Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. 2 Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 9th July, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 13th July, at Noon.
ZAFIRO	2540	A. Fraser	"	SATURDAY, 20th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 6th July, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

Steamship To sail "ALBANY" FRIDAY, 23rd Aug.

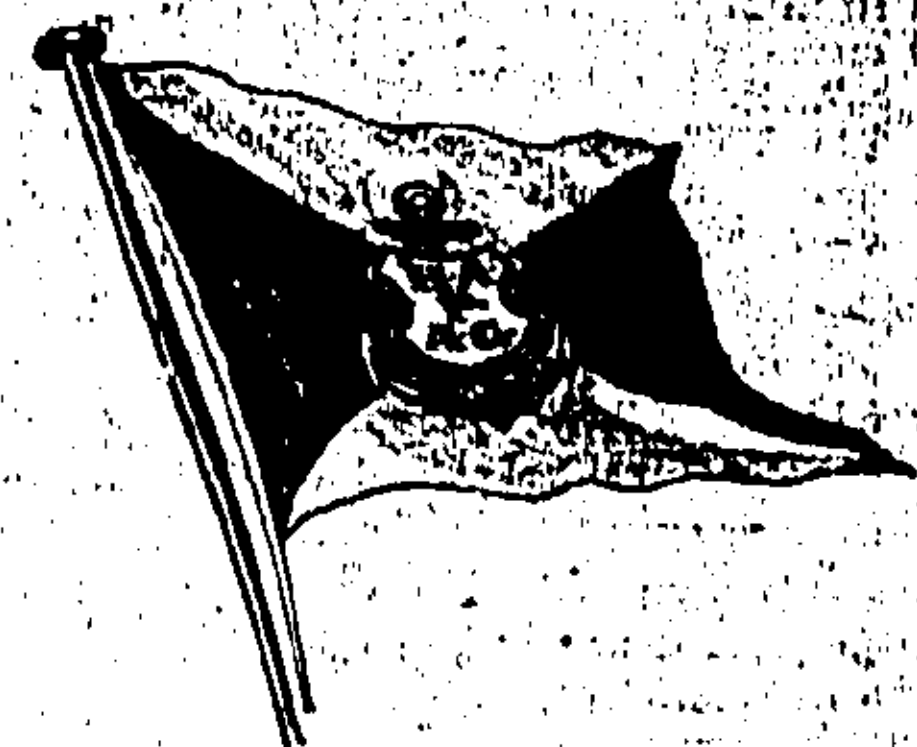
For Freight and further information, apply to

SHEWAN, TOMES & CO.,

Hongkong, 9th July, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN. HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board. Doctors, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HABSBURG 2nd Aug.

Hongkong, 2nd July, 1907.

SILESIA 11th July.

SCANDIA 7th Aug.

HABSBURG 4th Sept.

RHENANIA 4th Oct.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

HONGKONG, CALLAO

AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail on

"KATHERINE PARK" 4,950 July 18, noon

"KASATO MARU" 6,100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA,

Manager, York Building.

Hongkong, 27th June, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.) THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above, on SATURDAY, the 27th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 3rd July, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
---------	------	---------	---------

Shawmut 9,566 E. V. Roberts 7th Aug.

Trimont 9,566 T. W. Gifford 10th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR, AND STEWARDESS.

The twin-screw S.S. Shawmut and Trimont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures standing room at sea. Electric fan in each room. Barber shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Building, Hongkong, 28th June, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SAINT PAIRICK" 10th July.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 9th July, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 3.30 every evening, (Sunday excepted).

These Five New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey—\$4.

Meals ..... \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and SHUI ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

For Sale.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIRT'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1907.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLU STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE,

Manager.

Hongkong, 22nd June, 1907.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask

ex Factory.

In Bags of 150 lbs. net \$3.75 per Bag

ex Factory.

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 2nd October, 1906.

WEATHER-FORECASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal, will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock. Aberdeen.

Waglan. Sai Kung.

Stanley. Tai Po.

Cape Collinson.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light House.

W. DODDIE, Director.

27th May, 1907.

THE VIGIL OF THE DOWNS AT EPSOM.

SCENES AND INCIDENTS BEFORE THE GREAT RACE.

It was a sorry evening for the campers-out last night on Epsom Downs. There was a bile in the air which was too reminiscent of Hermit's year, when the favorite had chilblains—and lost. The Downs were misty and doleful, though all through the long evening the tramps and the gipsies and "the mad-dogs of the make" drifted dully along the winding white roads like diminal ghosts—hungry and thirsty and tired. With them traveled strings of shaggy horses, with heads down and shoulders humped, as tired and as forlorn as their brown-skinned masters. It was a mournful procession, made more mournful now and again by the bleat of broken-winded concertinas, wheezing out the apologetic forlorn music of the "Hi-bi-bi!" comic music-hall variety. Up the long hill to the Downs, under the shadow of the darkening trees, the footloose fetsam and jetsam of good sportsmen moved, and the reek of shag smothered the chill air.

There was an amazing number of small children in the fuzzy crowd—some riding on creaking old carts, drawn by creaking old horses, whose flesh any decently-minded cat would refuse, no matter how daintily it was stewered. Little boys, undergrown in body, but shamefully overgrown in the knowledge and the blasphemies of this world, fed regiments of decayed moustache along the way, and cursed them into proper marching order. Altogether it was a Danteque picture, with the abandonment of hope stamped hard on the grim features of nearly everybody, from the four-year-old child to the Roman-nosed moustache-tiger and twenty.

GENTLEMEN OF FORTUNE.

Yet they were all out for the great day—out for the shekels which were to be picked up on the Tom Tiddler's ground of Epsom on the morrow. The ancient man with the twisted face and three thimbles in his pocket was there, accompanied by his brother, whose nimbleness with three playing-cards spread out temptingly upon the concavity of a faded umbrella earns him beer and bread and cheese and an odd shilling or two to speculate on the dire uncertainty of a "dead cert"; the bent-legged man in the cast-off clothes of a jockey rubbed along with the throng with his pal, the Jackal, slumping behind, with a blackened inch of "lag" stuck like a pen behind his ear, greed on his face, and the red flag of chronic alcoholism flapping at the base of his nose. These two gentlemen of fortune will be on the course to-day—the jockey selling fabulous fortunes for sixpence a time (from stable information), and Mr. Jackal breaking among the crowd and picking pockets.

It's a mad, merry world, my masters,—on the road the night before Derby Day. You see all the fun of the fair "en deshabille" before the curfew goes up on the most wonderful night in the world.

IN CARAVAN TOWN.

At the top of the hill the crowd breaks away into multitudinous branches, and loses itself amid the mist, which hangs, smokily, over the Downs. Here, in the cup of the tableland, a town has arisen—the strangest town you ever saw. For the most part it is a town of painted wood on wheels—Caravan Town. In a day or two some magician will swoop down, pack it all upon his magic carpet, and whisk it away into thin air, with all its strange sound and sights and smells. Bid on the eye of the Derby it is alive and solid and intensely real—severely real, if you stand on the hill by Tottenham Corner, and look down; it strikes you as a phantom picture, as filmy and as changing as a dream. You can hear the thud, thud of "unseen" beetle diving home invisible stakes and tent pegs, the peal of squeals of horses, the yap of hungry dogs, the wail of babies and brawlings of the tent-dwellers, married and unmarried, in their hungry hives.

Walk down into this weird conglomeration of humans and beasts; and except for a tiny beggar or so, no one will design to notice you. Harmless nomads, there, to a man—and to a woman. Behind every van, frying-pans are sizzling aromatically with bacon, or bacon is the staple supper of the van-dweller. In the glare of a naphtha lamp a gipsy girl is unshamefully swelling her arms and her shoulders over a pall of steaming water, with her black hair trailing. The light glints on her heavy metal earrings. The rest of her barbaric headdress hangs on the low door of the van—a scarlet neckerchief, a bodice of silken damask, and a Spanish head-dress of green and spangled gold. You may meet her this morning, melodiously imploring for the silver which is to buy your fortune from her ruby lips.

ARCADIA AT EPSON.

Here are half a dozen donkeys tethered in a bunch. They are talking to one another in language of their kind; their ears are phorically. There's a wonderful wealth of language in ear-wa-ping—(you only know how to do it, as King Midas did, once and once again). It is a peaceful scene, Arcadia at Epsom, with now and again the jangle of gipsy fiddlers breaking into it like the







## SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation (new) .....	10,000	\$125	\$125	{ \$1,000,000 } \$11,000,000	\$1,721,558	{ \$1.15/- and bonus of £1 @ Ex. 2/5/- } \$24.33 making \$40.80 for 1906 .....	41 %	\$ 80 ex n. 18000 \$222 new issue London 179 ex new issue London 650 n. issue first call \$51
National Bank of China, Limited .....	99,925	£1	£6	{ £1,735 } \$300,000	\$71,225	\$1 (London 3/6) for 1903 .....	...	\$51
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,075,000 } \$200,000	\$233,638	\$20 for 1905 .....	71 %	\$270 sales
North China Insurance Company, Limited .....	10,000	£15	£5	{ £110,000 } Tls. 100,000	Tls. 185,529	{ Interim of 7/16 for account 1906 @ ex } 2/10 11, 16 per cent. .....	6 %	Tls. 75
Union Insurance Society of Canton, Limited .....	12,400	\$250	\$100	{ \$3,000,000 } £70,000	1,460,400	{ Final of \$12 making \$42 for 1905 and } Interim of 3/10 for 1906 .....	51 %	\$765 buyers
Yangtze Insurance Association, Limited .....	8,000	\$100	\$60	{ \$8,000,000 } £125,137.15/-	\$461,467	\$1. 1/- year ending 31.12.05 .....	7 %	\$175 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited .....	10,000	\$100	\$20	{ \$3,000,000 } £125,137.15/-	\$362,980	\$5 and bonus \$2 for 1905 .....	91 %	\$171 buyers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$8,000,000 } £125,137.15/-	\$455,236	\$40 for 1905 .....	121 %	\$320
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited .....	10,000	\$25	\$25	{ \$7,000 } \$264,638	\$365	\$1 for 1906 .....	61 %	\$15 buyers
Douglas Steamship Company, Limited .....	10,000	\$50	\$50	{ \$250,000 } £125,137.15/-	Nil.	\$21 for year ending 30.6.1906 .....	6 %	\$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	10,000	\$15	\$15	{ \$500,000 } £125,137.15/-	\$20,170	\$1 for 2nd half-year making \$2.00 for 1906 .....	61 %	\$291 sales
Indo-China Steam Navigation Company, Limited .....	60,000	£10	£10	{ £28,000 } £125,137.15/-	£2,452	10/- @ ex. 2/1 9/16 = \$4.69 1905 .....	...	\$59
Shanghai Tug and Lighter Company, Limited .....	100,000	Tls. 50	Tls. 50	{ Tls. 54,372 } £125,137.15/-	Tls. 13,327	{ Final of Tls. 3 making Tls. 51 (Pref.) and } Final of Tls. 3 making Tls. 51 (ord.) for '06 } 1/- (Coupon No. 7) for 1906 .....	111 % 101 % 21 %	Tls. 46 sales Tls. 50 buyers 46/-
"Shell" Transport and Trading Company, Limited .....	10,000	£1	£1	{ £5,167.14.1/- } £125,137.15/-	\$8,355.6.10	{ \$1.00 } \$0.50 for year ending 30.4.1907 .....	4 % 31 %	\$25 \$15
"Star" Ferry Company, Limited .....	10,000	\$10	\$10	{ Tls. 98,000 } £125,137.15/-	\$137	Final of Tls. 2 making Tls. 6 for 1906 .....	121 %	Tls. 78
Taku Tug and Lighter Company, Limited .....	30,000	Tls. 50	Tls. 50	{ Tls. 410,479 } £125,137.15/-	18,730	Final of Tls. 2 making Tls. 6 for 1906 .....	121 %	Tls. 78
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited .....	10,000	\$100	\$100	{ \$450,000 } £125,137.15/-	9,218	\$8 for year ending 31.12.06 .....	8 %	\$100 buyers
Luxon Sugar Refining Company, Limited .....	7,000	\$100	\$100	{ none } £125,137.15/-	Nil.	\$1 for 1897 .....	...	\$21
Penak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 } £125,137.15/-	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06 .....	41 %	Tls. 85 sales
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	{ £110,000 } £125,137.15/-	\$12,546	Interim of 1/6 for a/c year ending 28.2.07 .....	4 %	Tls. 15.90 sellers
Oriental Consolidated Mining Company, Limited .....	100,000	G. \$10	G. \$10	{ none } £125,137.15/-	G. \$909,050	Interim of 50 cents for account 1906 .....	...	G. \$5
Raub Australian Gold Mining Company, Limited .....	150,000	£1	£1	{ £4,873 } £125,137.15/-	£8,745	No. 12 of 1/- = 48 cents .....	...	\$6 buyers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	{ \$64,124 } £125,137.15/-	\$10,335	\$1.75 for year ending 31.12.06 .....	10 %	\$171 sales
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	40,000	\$50	\$50	{ \$50,000 } £125,137.15/-	\$3,047	Final of 21/- making \$5 for 1906 .....	61 %	180
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	{ \$50,000 } £125,137.15/-	\$400,933	\$6 for 2nd half-year making \$12 for 1906 .....	111 %	\$103
Shanghai Dock and Engineering Co., Ltd. ....	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 } £125,137.15/-	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6 .....	101 %	Tls. 76 buyers
Shanghai and Hongkew Wharf Company, Limited .....	36,000	Tls. 100	Tls. 100	{ Tls. 100,000 } £125,137.15/-	Tls. 23,117	{ Final of Tls. 10 making Tls. 18 for year } ending 31.12.06 on old capital .....	81 %	Tls. 212 sales
Yangtze Wharf and Godown Company, Limited .....	2,500	Tls. 100	Tls. 100	{ Tls. 50,000 } £125,137.15/-	Tls. 12,936	Tls. 18 for 1905 .....	81 %	Tls. 212
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 } £125,137.15/-	Tls. 3,388	Tls. 6 for 14 months ending 28.2.07 .....	6 %	Tls. 103
Asio Hotel Company, Limited (Shanghai) .....	30,000	\$25	\$25	{ \$30,000 } £125,137.15/-	\$8,418	\$3 for year ending 30.6.1906 .....	101 %	\$281
Central Stores, Limited .....	30,123	\$15	\$15	{ \$1,000 } £125,137.15/-	\$9,178	\$1.50 for 1906 .....	101 %	\$15
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	{ \$64,073 } £125,137.15/-	\$371	\$5 for second half-year making \$10 for 1906 .....	81 %	\$128
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	{ \$50,000 } £125,137.15/-	\$56,218	Final div. of 3/11 making \$7 for 1906 .....	61 %	\$103 sellers
Hotel des Colonies Company, Limited .....	9,000	Tls. 25	Tls. 25	{ Tls. 29,733 } £125,137.15/-	Tls. 1,935	Final of 6 1/2 = 10 % for 1905 .....	61 %	Tls. 13
Hotel Metropole Company, Limited .....	3,000	\$100	\$100	{ none } £125,137.15/-	\$4,609	Final of \$6 making \$10 .....	121 %	\$80
Humphreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	{ \$208,386 } £125,137.15/-	\$11,567	80 cents for 1906 .....	71 %	\$101
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	{ none } £125,137.15/-	\$1,089	\$21 for 1906 .....	61 %	\$37 buyers
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	{ Tls. 869,493 } £125,137.15/-	Tls. 61,978	{ Final div. of Tls. 3 & bonus Tls. 11 (old sh.) & } div. of 75 cts. & bonus of 19 cts. (new sh.) for '06 } Final div. of \$2.10 making \$4.10 for 1906 .....	71 % 81 %	Tls. 104 buyers \$50
West Point Building Company, Limited .....	12,500	\$50	\$50	{ none } £125,137.15/-	\$1,519	Final div. of \$2.10 making \$4.10 for 1906 .....	81 %	\$50
<b>COTTON MILLS.</b>								
Kwo Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 } £125,137.15/-	Tls. 64,986	Tls. 10 for year ended 31.10.1906 .....	151 %	Tls. 64 sales
Hongkong Cotton Spinning, Weaving and Dyeing } Company, Limited .....	125,000	\$10	\$10	{ Tls. 45,939 } £125,137.15/-	\$21,660	\$11 for the year ending 31.7.06 .....	11 %	\$11
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 } £125,137.15/-	Tls. 36,271	Tls. 6 for year ended 30.9.06 (8 %) .....	12 %	Tls. 50
Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 100	{ none } £125,137.15/-	Tls. 31,469	Tls. 8 for 1906 .....	91 %	Tls. 81 buyers
Soy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 500	{ Tls. 28,257 } £125,137.15/-	Tls. 50,663	Tls. 50 for 1906 .....	151 %	Tls. 330
<b>MISCELLANEOUS.</b>								
Anglo-German Brewery Company, Limited .....	4,000	\$100	\$100	{ none } £125,137.15/-	\$906	\$7 for 1906 .....	8 %	1871 buyers
Bell's Asbestos Eastern Agency, Limited .....	8,004	\$120	\$120	{ none } £125,137.15/-	\$286	1/3 per share for 1905 .....	8 %	\$7 sellers
Campbell, Moore & Co., Limited .....	1,200	\$10	\$10	{ none } £125,137.15/-	\$633	\$3 for 1905 .....	...	\$20 sellers
China Horace Company, Limited .....	60,000	\$12	\$12	{ none } £125,137.15/-	Nil.	\$1 for 1906 .....	...	\$9 sales
China Flour Mill Co., Limited .....	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 } £125,137.15/-	Tls. 889	Final of Tls. 3 making Tls. 10 for 1905 .....	151 %	Tls. 64 sellers
China Light and Power Company, Limited .....	10,000	\$10	\$10	{ none } £125,137.15/-	\$25,000	60 cents for year ended 18.2.05 .....	...	301
China Provident Loan & Mortgage Company, Ltd. ....	100,000	\$10	\$10	{ none } £125,137.15/-	\$115,000	80 cents for 1906 .....	9 %	\$9 sellers
Dairy Farm Company, Limited .....	25,000	\$10	\$10	{ none } £125,137.15/-	\$85	\$1.30 for year ending 31.7.1906 .....	81 %	\$15 buyers
Green Island Cement Company, Limited .....	200,000	\$10	\$10	{ \$411,000 } £125,137.15/-	\$2,555	Final of \$11 making \$2.00 for 1906 .....	12 %	\$161 buyers
Hall & Holt, Limited .....	21,000	\$20	\$20	{ \$100,000 } £125,137.15/-	\$15,022	\$21 for year ending 28.2.07 .....	11 %	\$21 buyers
Hongkong Electric Company, Limited .....	50,000	\$10	\$10	{ none } £125,137.15/-	\$2,933	11 per share for year ending 28.2.07 .....	7 %	\$141
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	{ \$105,000 } £125,137.15/-	\$4,361	Final of \$18 making \$24 for year ending 31.12.06 .....	91 %	\$241 buyers
Hongkong Rope Manufacturing Company, Ltd. ....	10,000	\$10	\$10	{ \$15,000 } £125,137.15/-	\$4,212	\$2.00 for year ending 31.12.06 .....	9 %	Tls. 292 buyers
Maatschappij tot Rijzen, Boven en Landbouw .....	25,000	Gs. 100	Gs. 100	{ Tls. 567,500 } £125,137.15/-	Tls. 19,374	Second interim div. of Tls. 71 for a/c 1907 .....	91 %	\$101 sales and b.
Maatschappij tot Rijzen, Boven en Landbouw .....	25,000	\$10	\$10	{ Tls. 27,003 } £125,137.15/-	Tls. 19,374	Div. of 75 cts. & bonus of 19 cts. (new sh.) for '06 } Final div. of \$2.10 making \$4.10 for 1906 .....	91 % 41 %	\$1.65 sales 35 buyers
Peak Tramways Company, Limited .....	25,000	\$10	\$10	{ none } £125,137.15/-	\$2,655	Div. of 75 cts. & bonus of 19 cts. (new sh.) for '06 } Final div. of \$2.10 making \$4.10 for 1906 .....	41 % 121 %	Tls. 107 sellers Tls. 45 sales
Philippine Company, Limited .....	75,500	\$10	\$10	{ none } £125,137.15/-	\$2,655	Div. of 75 cts. & bonus of 19 cts. (new sh.) for '06 } Final div. of \$2.10 making \$4.10 for 1906 .....	41 % 121 %	Tls. 107 sellers Tls. 45 sales
Shanghai Gas Company, Limited .....	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 } £125,137.15/-	Tls. 7,990	Final of Tls. 31 and bonus of Tls. 11 for } year ending 31.12.06 .....	41 %	Tls. 107 sellers
Shanghai Horse Bazaar Co., Ltd. ....	5,400	Tls. 50	Tls. 50	{ Tls. 67,323 } £125,137.15/-	Tls. 9,751	Tls. 4 for 1905 .....	...	Tls. 45 sales
Shanghai Pulp and Paper Company, Limited .....	4,500	Tls. 100	Tls. 100	{ Tls. 45,000 } £125,137.15/-	Tls. 3,334	Final of Tls. 5 and Tls. 10 for 1906 .....	121 %	Tls. 80 sellers
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ Tls. 24,800 } £125,137.15/-	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906 .....	9 %	Tls. 110 buyers
Shanghai Waterworks Company, Limited .....	8,175	\$20	\$20	{ Tls. 190,000 } £125,137.15/-	Tls. 85,592	Interim div. of 15/- for 1-year 1906 .....	...	Tls. 325
South China Morning Post, Limited .....	7,200	\$20	\$20	{ none } £125,137.15/-	Nil.	Interim div. of 5/- for 1-year 1906 .....	...	Tls. 295
Steam Laundry Company, Limited .....	20,000	\$5	\$5	{ none } £125,137.15/-	Nil.	Interim div. of 5/- for 1-year 1906 .....	...	\$23
Tientsin Waterworks Company, Limited .....	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 } £125,137.15/-	Tls. 1,012	Interim of Tls. 4 for year 1905/6 .....	...	Tls. 97
Union Waterworks Company, Limited .....	50,000	\$10	\$10	{ none } £125,137.15/-	\$349	Final year .....	...	\$121 sales
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$10	{ none } £125,137.15/-	\$35,009	70 cents on 9,900 ord. shares and \$9.90 on } 100 Fouscent for year ending 31.5.1906 .....	61 %	\$101 buyers
Watson, (A. S.) & Co., Limited .....	90,000	\$10	\$10	{ \$300,000 } £125,137.15/-	\$5,482	Final of 40 cents per share making 80 } cents for year ending 31.12.07 .....	71 %	\$11 sales
William Powell, Limited .....	15,000	\$10	\$10	{ \$4,500 } £125,137.15/-	\$182	Final of 30 cts. making 80 cts. for the } year ended 30th June, 1906 .....	10 %	\$8

\* These shares are entitled to half of the profits.

## Halls.

## MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading, issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

## "CHINA."

Captain E. Street, carrying His Majesty's Mail, will be despatched from this for HONGKONG, on SATURDAY, the 13th July, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Mopla*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement), will be transhipped at Colombo to the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *China*, due in London on 18th August, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 1st July, 1907.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, Marseilles, LONDON, LAVER, BORDEAUX, MEDITERRANEAN AND BLACK-SEA PORTS.

## The S.S. "ERNEST S. MONS."

Captain Gerard, will be despatched for Marseilles on TUESDAY, the 23rd July, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *TOKIN* ..... 6th August.

S.S. *SALAZIE* ..... 20th August.

S.S. *POLYNESIE* ..... 3rd Sept.

S.S. *TOURANE* ..... 17th Sept.

S.S. *AUSTRALIEN* ..... 1st Oct.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th July, 1907.

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859

## FURNITURE.

GENERAL HOUSEHOLD

REQUISITES.

&amp;c. &amp;c. &amp;c.

Telephone 150.

## DEPOT

FOR

EASTMAN'S

K